The Bombay Gazette.

No. 6,631.—New Series. BOMBAY:—FRIDAY, MAY 17, 1867. Annual Subscription in advance...Rupees Fifty-Two

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For one month, delivered in Town .... Rs. 5 0
For three months, delivered in Town .... „ 14 0
For six months, delivered in Town .... „ 28 0
For one year, delivered in Town .... „ 56 0
For three months, delivered in Town, including postage .... „ 15 0
For six months, delivered in Town .... „ 30 0
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Single Copy for Cash .... „ 0 4
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TERMS FOR ADVERTISEMENTS.

Ten lines and under .... Rs. 5 0
First Insertion .... „ 2
Second Ditto .... „ 1 8
Third Ditto .... „ 1 8
Fourth and succeeding insertion .... „ 0 12 As per line, but no advertisement counted as less than eight lines.

HOUSE ADVERTISEMENTS.

First insertion .... 7 As. per line.
Second Ditto .... 4 „
Third and succeeding .... 2 „

In the native languages, double the above.

DOMESTIC OCCURRENCES. Each—Rupee 1.

DOMESTIC OCCURRENCES.

The charge for notifying a Domestic Occurrence is One Rupee.

BOMBAY.

BIRTH.

DOSABHOY FRAMJEE—May 13th, at Girgaum Back Road, the wife of Dosabhoy Framjee, Esq., of a daughter.

MARRIAGE.

On May 14th, at St. James' Cottage, Malabar Hill, by the Rev. Reginald T. F. Jefferies, M. A., 86th Regiment, N. I., of a son.

DEATHS.

CHILD—19th April, at sea, on board the S. S. *Achilles*, Lucy Caroline, the wife of Major Arthur Child, Madras Staff Corps.

ASH—At Falmouth, on the 17th idem, Maud Matilda Rose, the infant daughter of the above, aged 4 months.

SHIPPING.

STEAM COMMUNICATION WITH THE PERSIAN GULF.

THE British India Steam Navigation Company (Limited), under mail contract with Government, despatch Steamers twice a month from Bombay to the Persian Gulf, touching at Muscat, Bunder Abbas, Lingah, Bushire, and Bussorah on the following dates:—

Leave Bombay	3rd & 17th	Leave Bussorah	10th & 2nd
„ Muscat	8th & 22nd	„ Bushire	15th & 6th
„ Bunder Abbas	11th „ 25th	„ Lingah	17th „ 9th
„ Lingah	13th „ 27th	„ Bunder Abbas	20th „ 11th
„ Bushire	18th „ 1st	„ Muscat	24th „ 15th
Arrive Bussorah	21st „ 4th	Arrive Bombay	29th „ 20th

Steam Ship "MARTABAN," 600 tons, 150 H. P., Commander J. Ayers, will be despatched, as above, on 17th May.

W. Nicol & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

Interchanging cargo at Kurrachee by the first available Steamer (sand from Bakhar, Moolten, Lahore and Umritsur, with the Oriental Inland Steam Company's Steamers.)

THE British India Steam Navigation Company (Limited), under contract with Government, despatch a Steamer with mails, passengers, and cargo as soon after the Cape Steamer arrives as practicable.

Dates of Departure.

From Bombay usually about.... 11th and 25th.
Kurrachee on same.... 16th and 30th.

The Steam Ship "PENANG," 600 tons, and 150 H. P., Commander W. McCallum, will be despatched as above, twelve hours after the arrival of the next Overland Mail.

N. B.—When the English Mail arrives between 6 P. M. and 6 A. M., the Bombay Steamer sails punctually Twelve Hours after; but when it arrives between 6 A. M. and 6 P. M. it is despatched at 7 the following morning; this is to avoid Passengers disembarking at night. When the Mail arrives late upon a Sunday, the Steamer is usually despatched at 7 A. M. on the Monday morning.

W. Nicol & Co., Agents.

STEAM COMMUNICATION WITH MALABAR COAST, CEYLON MADRAS AND CALCUTTA.

(Interchanging by the steamers of the 1st, cargo and cargo at Galle and from Singapore, Batavia, Hongkong, Shanghai and Yokahama.)

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED) have contract with Government, despatch steamers as above two or three times a month with mails, passengers, and cargo on the following dates:—

Leave Bombay	1 and 15	Leave Calcutta	1 and 15
„ Mangalore	4 „ 18	„ Madras	4 „ 18
„ Tuticorin	5 „ 19	„ Tuticorin	5 „ 19
„ Cochin	6 „ 20	„ Cochin	6 „ 20
„ Calicut	7 „ 21	„ Calicut	7 „ 21
„ Mangalore	8 „ 22	„ Mangalore	8 „ 22
„ Carwar	9 „ 23	„ Carwar	9 „ 23
„ Goa	10 „ 24	„ Goa	10 „ 24
„ Bombay	11 „ 25	„ Bombay	11 „ 25

The Steamer leaving Calcutta and Bombay on the 15th of the month, call at Tuticorin and Colombo, and the Steamers of the 1st at Galle, as above, interchanging passengers and cargo with the French Company's Steamers.

Passengers for Rangoon, Akyab or Moulmein can proceed by the Steamers of the 15th and tran-ship to the Rangoon mail steamer, which will leave Madras on the 3rd.

W. Nicol & Co., Agents.

STEAM FERRIES (under contract with Government).—The Fleet-way Boats of the Bombay Coast and River Steam Navigation Company (Limited) will ply across the Harbour daily, stopping at undermentioned Bunders:—

Departure from Carnac Bunder	Cornr. Colwa.	Rewas.	Karanja.	Dhurumtur.
	FARES.			
	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	0 3	0 2	0 2	0 0
Second Class	0 1	0 1	0 0	0 0
Third Class	0 0	0 0	0 0	0 0

The Steam Ferry Boats will on and after the 19th January run as follows, until further notice:—

From Carnac Bunder, the Dhurumtur Ferry will leave every morning at 7 A. M., and the Colwa Ferry at 9 A. M.

From Sirdar Bunder, the Colwa every afternoon at 1 P. M.

First Class Season Tickets available for either Ferry for a period of six months are issued at Rs. 60.

J. A. Shepherd, Manager.

Apollo Street, Bombay, 30th October 1866.

N. B.—Season Tickets can be obtained at the "Chowk" in the Carnac Bunder.

BOMBAY COAST AND RIVER STEAM NAVIGATION COMPANY (LIMITED).

THE Bombay Coast and River Steam Navigation Company (Limited) will, until further notice, despatch Steamers ONCE A WEEK to and from the MALABAR COAST calling at the intermediate Ports, on the following days:—

Down Steamers.		Up Steamers.	
Bombay	Dep. Saturday.	Cochin	Dep. Saturday.
Entally	„ Sunday.	Beypore	„ Sunday.
Vingorla	„ Sunday.	Calicut	„ Sunday.
Goa	„ Monday.	Tellicherry	„ Monday.
Carwar	„ Monday.	Cannanore	„ Monday.
Goa	„ Monday.	Mangalore	„ Tuesday.
Mangalore	„ Tuesday.	Cumpta	„ Wednesday.
Cannanore	„ Wednesday.	Carwar	„ Wednesday.
Tellicherry	„ Wednesday.	Goa	„ Wednesday.
Calicut	„ Thursday.	Vingorla	„ Thursday.
Beypore	„ Wednesday.	Ratnagherry	„ Thursday.
Cochin	„ Arr. Thursday.	Bombay	„ Arr. Friday.

The Steamer "EARL CANNING," will be despatched according to the above table on SATURDAY, the 18th instant.

J. A. Shepherd, Manager.

Apollo Street, 1st January 1867.

NOTICE.—Consignees of Cargo per ship "CLARENDON," arrived from London, are requested to despatch boatage and to take delivery, otherwise the same will be landed by the Captain at the risk and expenses of the concerned.

W. NICOL & Co., Agents of Ship *Clarendon*.

Bombay, 9th May 1867.

NOTICE.—Consignees of Cargo per Barque "ADA," arrived from London, are requested to despatch Boats at once and to take delivery, otherwise the Goods will be landed by the Captain as they come to hand at the risk and expense of the concerned.

For the London Atlantic and American Co. Ld.

A. B. ASHLEY, Joint Manager.

Agents Barque *Ada*.

NOTICE.—Consignees of Goods per barque "ADOLF FREDHOLM," Captain Fredholm which arrived here from Kurrachee on 13th instant, are requested to send boats and take delivery of goods as they come to hand; otherwise they will be landed by the Captain at their risk and expense.

ADOLF FREDHOLM, Master.

NOTICE.—Consignees of Cargo per Ship "PRINCE ALFRED," from London, are requested to send Boats alongside immediately on their respective goods as they come to hand; failing which the same will be landed by the Captain at the risk and expense of those concerned.

Captain Thirkell will not be responsible for the contents or condition of any package after it leaves the Ship's deck.

BLACKWELL & Co.,
Agents Ship *Prince Alfred*.

NOTICE CONSIGNEES of Cargo per ... arrived from Glasgow, are requested to take delivery; otherwise the Captain at the ... that this Vessel was in consequence of ... expenses having a general average ... cannot at present ... the Average Bond ... ing Bills of Lading ... ture to accompany ... of the value of the ... posit towards Ge... cent on the declared ... V. NICOL & Co., ... of ship "Alicia."

Bombay, 1867.

NOTICE.—Messrs. W. PATTISON & Co., Plumbers, and Contractors, No. 14, Forbes Street, have for sale a few Rolls of SHEET LEAD, weighing from 9 to 14 cwt.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of the Indian Companies Act X. of 1866, and of the MERCANTILE CREDIT and FINANCIAL ASSOCIATION (LIMITED).

THE CREDITORS of the abovenamed Company, are required on or before the third day of June, One Thousand Eight Hundred and Sixty-seven, to send their names and addresses, and the particulars of their DEBTS or CLAIMS and the names and addresses of their Attornies if any to PAUL EDWARD BENDIR at his Office, in Elphinstone Circle, Bombay, the official Liquidators of the said Company, and if so required by notice in writing from the said Official Liquidators are by their Attornies or Vakeels, to come in and prove their said Debts or Claims at such time as shall be specified in such notice or in default thereof, they will be excluded from the benefit of any distribution before such debts are proved.

Monday the seventeenth day of June, One Thousand Eight Hundred and Sixty-seven, at eleven of the clock in the forenoon at the Chambers in the Court House of the Honourable Mr. JUSTICE WESTROPP is appointed by him for hearing and adjudicating upon the debts and claims.—Dated the First day of May 1867.

J. W. ORR, Prothonotary.

HOPE HALL FAMILY HOTEL, MAZAGON.—The Proprietors of this HOTEL, the first established and best known in Bombay, have the honour to inform their Patrons and the Public, that it has recently been thoroughly repaired and greatly improved and enlarged; no expense having been spared to render it a suitable and comfortable residence for European Ladies and Gentlemen and Families.

The HOPE HALL HOTEL stands in the midst of an extensive and beautiful Compound, nicely cultivated and intersected by broad and well kept Walks, an advantage which no Hotel in Bombay possesses to the same extent. The Proprietors beg especially to call the attention of the Public to the advantages offered by the detached Bungalows in the Compound; the number of these has lately been increased, as they are found peculiarly adapted to the comfort and privacy of Families. Cleanliness in every respect is most carefully attended to.

The Proprietors can confidently say there is no Hotel in Bombay where the Table is better or more abundantly supplied or where the Wines provided are of better quality.

There is a Table d'Hote at 7 P. M., but Dinners can be served in Private Rooms at any hour if required.

Horses and Carriages can be had on the premises.

The Hotel is within convenient distance of the Railway Stations and Bunders.

SORABJEE FRAMJEE & Co., Proprietors.

Mazagon, 20th Feb., 1867.

FINEST DRY CHAMPAGNES.—Selected and packed expressly for the undersigned:—

Less 10 per cent. for cash in original cases. Monthly settlements 5 per cent.

	Quarts per dozen.	Pints per dozen.
Jules Mumm & Co.'s best dry	Rs. 44 0	Rs. 24 0
A. D. Paul's (Sillery Mousseux)	„ 40 0	„ 21 0

TREACHER & Co. (LIMITED), Bombay.

ROSSELET & Co., BOMBAY, CHRONOMETER MAKERS and Importers of English and foreign WATCHES & JEWELLERY of all kinds and descriptions. Established 1858.

Sole Agents in Western India for

Patek, Benoit, Courvoisier Brothers, } Celebrated Gold & Silver Watches, and some eminent London and Paris Watch Manufacturers.

Gold Prize Medals have been awarded to their Swiss Head Firm, for highly finished Watches at the International Exhibition of London and Paris in the years of 1851 and 1855; also the first prize Medal has been obtained at the International Exhibition of Nagpore (Central Provinces of India) held in the year 1865 for the best made Watches imported into this country and their moderate prices.

CAUTION.—Spurious imitations of our trade marks, having been made by unprincipled parties, we invite the public to inspect the Genuine Marks on our Watch Cases to avoid fraud and imposition.

LIEBIG'S EXTRACT of MEAT, (Extractum Carnis) prepared from FRESH ENGLISH MEAT, and entirely free from the offensive flavour (so repulsive to delicate appetites) common to many of the Extracts prepared from foreign Meat.

Persons suffering from weak Digestion, Invalids requiring Strengthening Diet, Aged Persons, Children (particularly those of weak Constitution, or suffering from Scrofula), Infants after being Weaned, and Ladies after Confinement, will find this Extract, properly prepared in various very palatable forms, extremely useful. Taken with Rice, Arrowroot, Sago, &c., the Extract will be found to be an agreeable Substitute for Cod Liver Oil, and equally efficient. At Sea it is invaluable, being an excellent Anti-scorbutic; also in travelling. It has proved of great value in Hot Climates, where it is almost impossible, on account of the nature of the Meat, to obtain good beef-tea. It keeps unaltered for years, and in any Climate, and enables an ordinary Cook to make with ease many of the most palatable Soups, Made Dishes, and Sauces.

Imported by EVERY OVERLAND MAIL by

TREACHER & Co. (Limited.)
Bombay, Byculla, and Poona.

ROYAL BANK OF INDIA.—NOTICE is hereby given, that an Extraordinary General Meeting of the Shareholders of this Company will be held at the Bank's Office, Meadow Street, on MONDAY, the 20th of May, current, at 13 o'clock (noon), to confirm the following Resolutions passed at the General Meeting held on the 1st instant, viz:—

1st. That the Royal Bank of India be wound up voluntarily.

2nd. That Messrs. Dinshaw Manockjee, Charles Macdonald, Dulsookram Hurgovundass, Ahmeedbhoy Hubibbhoy, Nusserwanjee Manockjee Petit, and Ambaram Kevalram, be appointed Liquidators—and their remuneration be the same sum per month as that which has up to the present time been paid for the remuneration of the Directors of the Bank, and that Mr. James Hossack be appointed Manager for the Liquidators, at such remuneration as the Liquidators may approve of.

3rd. That the Liquidators shall have the powers given by section 174 of Act 10 of 1866 to compromise all Calls and Liabilities to Calls, Debts and Liabilities capable of resulting in debts, and all claims whether present or future, subsisting or supposed to subsist, between the Company and any Contributory or alleged Contributory, or other debtor or person apprehending liability to the Bank, and all questions in any way relating to or affecting the Assets of the Bank, or the winding up the Bank generally, upon such terms as may be agreed upon with power for the Liquidators to take any security for the discharge of such debts or liabilities, and to give complete discharges in respect of all or any such Debts Calls or Liabilities.

By order of the Board of Directors,
J. R. K. JOHNSON,
Acting Manager.

Bombay, 6th May 1867.

ACT XIX. of 1857.—In the matter of the BOMBAY CONTRACT AND BUILDING COMPANY (LIMITED).—All DEBTORS of the above Company are requested forthwith to pay their several DEBTS, and all persons claiming to be CREDITORS are hereby required to forward their Claims and Vouchers for adjustment to the undersigned, at No. 6 Rampart Row, Bombay.

HENRY GAMBLE,
J. BEATTIE,
Official Liquidators.

THE BOMBAY PHOTOGRAPHIC COMPANY is now open at No. 7, CHURCH GATE STREET, FORT.

Cartes de Visite at Rs. 15 per dozen, and ½ dozen Rs. 10.
Cabinet Pictures at Rs. 30 per dozen.
Portraits and Groups, 8 by 10 ... Rs. 40 per dozen.
Do. do. 10 by 12 ... „ 50 per dozen.

Large sizes by appointment.

Coloured Busts, coloured or plain; Views of all the most interesting parts of Western India. Native characters, Public spots from 9 to 4 or earlier by previous appointment.

D. SYKES,
Operator and General Manager.

THE following passage is required:—

From Bombay to the Cape of Good Hope—For (4) four time-expired Soldiers.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 25th April 1867.

SARSAPARILLA.

WILKINSON'S (LATE BRIDGE'S)

ESSENCE OR FLUID EXTRACT

RED JAMAICA SARSAPARILLA,

PRESCRIBED by the Faculty for Purifying the Blood, Debility, Liver Complaints, and freeing the system from the effects of Mercury. Exclusively used in India and the Colonies as a prevention to the Tropical Diseases.

"Superior preparation that may always be relied on." *Sir Astley Cooper.*

"We are in every respect satisfied ..." *Medical Review.*

Sold in ... and Pint Bottles.

Caution.—Many spurious, worthless, and injurious preparations are offered to the public; see that both Bottle and Label have the Name and Address

THOMAS WILKINSON (Late BRIDGE & Co.)
270, Regent Street, London.

QUINTESSENCE OF JAMAICA GINGER AND CAMOMILE.

WILKINSON'S preparation of Ginger and Camomile has long been deservedly held as an excellent domestic medicine. It is a most efficient ... and as to the other half best remedy for Flatulency and disorders arising from Impaired digestion.

It is not affected by Climate.

No European in India or Tropical Countries should be without it.

Sold in ½ and 1 pint bottles.

AROMATIC TINCTURE OF QUININE.

For the prevention of Fever, Ague, and effects of Malaria.

An unfailing remedy.

It may be confidently stated that those who during the ensuing hot season will commence taking a small quantity, diluted with water and sweetened, every morning fasting, will be completely secured through the sickly season from Fever, Dysentery and other diseases.

NOTICES.

PUNCH IN INDIA, No. VII., for May—CONTRIBUTORS for the next number are requested to forward their MSS. at once.

PUNCH IN INDIA can be obtained in *Bombay*—At Messrs. THACKER, VINING & Co., Rampart Row, and Messrs. CHESSON & WOODHALL, No. 10, Hummum Street.

In Poona—At Messrs. ROGERS & Co., 23, Civil Lines.

In London—At Mr. G. STREET, 30, Cornhill.

TWO or THREE GENTLEMEN can be accommodated with BOARD and LODGINGS in an English family. Pleasantly situated at Byculla. Terms moderate, apply to "W." Office of this paper.

SUN FIRE OFFICE.—Established 1710.—The undersigned are prepared to grant Insurance against loss by fire, on buildings and their contents in Bombay and the Mofussil, at current rates.

PEEL, CASSELS, & Co., Agents.

2nd April, 1866.

THE OCEAN MARINE INSURANCE COMPANY, LONDON.—CAPITAL £1,000,000 STERLING.—The undersigned have been appointed Agents, and are prepared to accept risks on behalf of the above Company.

W. NICOL & Co.

Bombay, 15th December, 1866.

AN ENGLISH Family Residing at Byculla, close to the BYCULLA HOTEL, wishes to meet with a Gentleman to board and lodge with them. Terms Rs. 100 per mensum. For further particulars apply to "A. B." Office of this paper.

Stabling for a Horse and Gharry can be had if required.

BY LAST MAIL.—Travellers' Money Bags, in Morocco or Russia.

BY LAST MAIL.—Buckskin Gloves.

BY LAST MAIL.—Ivory Napkin Rings.

BY LAST MAIL.—Rodger's Cutlery in variety.

BY LAST MAIL.—Racket Shoes, of sizes.

BY LAST MAIL.—Thomas' Collodion.

BY LAST MAIL.—Thomas' Nitrate of Silver.

BY LAST MAIL.—Thomas' Albumenized Paper.

BY LAST MAIL.—Liebig's Food (by Hooper or Savory.)

BY LAST MAIL.—Lococke's Wafers.

BY LAST MAIL.—Tonic Cups.

BY LAST MAIL.—Judson's Dyes.

BY LAST MAIL.—Dr. Richardson's Anosthetic Inhaler.

BY LAST MAIL.—Kennedy's Elastic Enema Apparatus.

BY LAST MAIL.—Rimmel's Hair Dye, Black and Brown.

TREACHER & Co., (Limited.)

NOTICE.—Messrs. W. PATTISON & Co., Plumbers, and Contractors, No. 14, Forbes Street, have for sale a few Rolls of SHEET LEAD, weighing from 9 to 14 cwt.

NOTICES.

MESSRS. BADHAM & COMPANY,
HOSIERS, GLOVERS, AND GENERAL WAREHOUSEMEN.
By Appointment,
Apollo House, Bombay.

SUCCESSIVELY appointed by the late EARLS CANNING and ELGIN, and by the present Viceroy and Governor General of India, His Excellency The Right Hon'ble SIR JOHN MAIR LAWRENCE, G. C. B., K. S. I.

Beg to inform their Constituents, that in consequence of the rapid increase of business in Bombay, they have made extensive arrangements to meet the requirements. The goods for Season '67 have been selected with great care and good judgment, by the Senior Partner, Mr. BADHAM, and cannot fail to give satisfaction. Mofussil orders will continue to receive special attention.

HOSIERY DEPARTMENT.

	Rs.	Rs
BADHAM'S Fine Bro Cotton Socks, per dozen	11 to	15
BADHAM'S Superfine Bro. Cotton Socks	16	18
BADHAM'S Balbriggan Socks embossed Silk	18	24
BADHAM'S Fine Striped and Fancy Socks	16	20
BADHAM'S Spanish Bro. Merino Socks	16	16
BADHAM'S Superior Grey Merino Socks	16	18
BADHAM'S Superfine Fancy Merino Socks	17	24
BADHAM'S Striped Lisle Thread Socks		18
BADHAM'S Fancy and Striped Silk Socks	28	45
BADHAM'S China Silk Hose	ea.	12
BADHAM'S Ribbed Knickerbocker Stockings	„	3
BADHAM'S Celebrated Gauze under Vests	„	4
BADHAM'S Celebrated Silk and Wool Vests	„	3
BADHAM'S Celebrated India Gauze Vests	„	4
BADHAM'S Silk and Wool Pants	„	5
BADHAM'S India Gauze Pants	„	7
BADHAM'S Grey Merino Pants	„	6
BADHAM'S Bathing Drawers Striped and Fancy	„	2

SHIRT DEPARTMENT.

	Rs.	As.
BADHAM'S White Zephyr Shirts per doz. 50, 55, 60, 65	-0	
BADHAM'S Dress Zephyr Shirts	7	0
BADHAM'S Pure all Wool Shirts, Shrunk, each	10	8
BADHAM'S Pure Silk and Wool Shirts	„	10
BADHAM'S Pure Cashmere Shirts	„	10 8
BADHAM'S Spun Silk Shirts	„	12 8
BADHAM'S French Printed Shirts	„	7 0
BADHAM'S Spun Silk Sleeping Suits	„	25 0
BADHAM'S Cashmere Sleeping Suits Indispensable	„	20 0
BADHAM'S Silk and Wool Sleeping Suits	„	20 0

DOLLARS.

BADHAM'S Regent Collars	Per doz.	6 7
BADHAM'S Shakespeare and Zephyr Collars	„	6 7
BADHAM'S India and Dux Collars	„	6 7
BADHAM'S Milton, Military and Czar Collars	„	6 7

TRAVELLING DEPARTMENT

SOUTHGATE'S Overland Trunks, 2 ft. 6 in.	25	0
SOUTHGATE'S do. do. 2 ft. 9 in.	28	0
SOUTHGATE'S do. do. 3 ft.	30	0
SOUTHGATE'S Warranted Solid Leather Portmanteaus, 2 ft. 6 in.	40	0
SOUTHGATES' Railway Hand Portmanteaus	18	0
SOUTHGATES' Best Basil Railway	16	0
SOUTHGATES' Best Basil Coat Bags	18	0
SOUTHGATES' Courier Bags	8	0
BADHAM'S Fur Railway Rug	16 to 20	0
BADHAM'S Reversible Railway Rug	13	0
BADHAM'S Carriage Rug	30	0
BADHAM'S Blanket Rug	30	0
PRINCE OF WALES' Sandringham Rug	36	0
BADHAM'S Railway Mauds & Shawls	20	0

HAT DEPARTMENT.

"LANDED" PER "DILBHUR."

An immense assortment of Ellwood and Sons' HELMETS and FELT HATS, viz. Bristowe, Bronze Sun, Confederate, Versailles, Nautilus, Newmarket, Jerome, Oxford, Cambridge, Hampden, Harrington, Hamilton, and Tweed Hats of all descriptions.

Apollo House. BADHAM & Co., Agents.

CORRESPONDING FIRM:

BADHAM BROS.

KINLOCH AND ALLAN, Iron Merchants, have always in stock:—
Bar Plate, Sheet and Hoop Iron,
Cast, Sheer and Blister Steel.
Lead Pipes.
Cast and Wrought Iron Pipes.
Contractors' Tools.
Daily expected per "CITY OF AMOY," Galvanized Corrugated Iron Rain Water Pipes.
No. 22, Marine Street, Bombay, 8th May 1867.

MESSRS. BARNES & Co., Purveyors to the P. & O. Co. &c., respectfully inform their Customers that they have appointed G. B. GLADDING their Agent in Bombay, and that orders for Goods and Remittances will be received by him.

Mofussil residents are particularly informed that no Commission will be charged for landing, clearing, and forwarding their Goods

Messrs. BARNES & Co., preserve and ship Ham, Bacon, Cheese, Potted Meat, Game and Fish, Soups, Sausages, Jam, bottled Fruits, Pickles and every description of Oilmen's Stores. G. B. GLADDING.

MESSRS. MACINDOE, ROGERS & COMPANY'S ESTATE.—The Trustees of the Estate of Messrs. MACINDOE, ROGERS & Co., of Bombay, hereby give NOTICE to all the CREDITORS, who have signed the Trust Deed that they are required forthwith to send in PARTICULARS of their CLAIMS and to appear in person or by duly constituted Attorney before the undersigned, and to prove the same before the 14th August 1867.

All Creditors who have not signed the Trust Deed are hereby warned that unless they execute the same and prove their Claims within the time above limited, they will be excluded from all benefit of the Trust.

ROWLAND HAMILTON,
HENRY ROGERS,
Trustees of the above Estate.

Dated, Bombay, 27th April 1867.

FORT PRESS COMPANY LIMITED.—NOTICE is hereby given, that in accordance with a Special Resolution passed on the 23rd ultimo, raising the Capital of the Company, and confirmed at a Meeting held this day, a Call of Rs. 2,000 per Share has been made and the same is payable on or before FRIDAY the 31st instant.

A Dividend is also declared of Rs. 2,600 per Share payable at the Office of the Company on the 31st instant subject to the payment of the above Call, on production of Share Certificates.

By order of the Board of Directors,
EWART, LATHAM & Co.,
Secretaries and Treasurers.

Bombay, 10th May 1867.

JOHN MOIR & SON, Aberdeen, beg to inform their Customers, that, in addition to their PRESERVED PROVISION, they are now prepared to supply, of their own Manufacture, Pickles, Sauces, Tart Fruits, and of every description Oilmen's Stores.

SALOON RIFLES AND MONTE CHRISTO PISTOLS.—ROSSELET & Co. beg most respectfully to invite the attention of the Public to the Saloon Rifles and Monte Christo Pistols, that they have received per last Mail Steamer.

THURSTON'S BILLIARD KIT.—Six light Central Revolving Lamp, complete,
Spanish Mahogany Cushions, stuffed with the best India Rubber, and covered will superfine Cloth.
Superfine Table Cloth for Bed and Cushions and extra Pockets.
Thurston's best Cues and Tips.
Pool, Billiard and Bagatelle Balls,
Pool Marking Boards and Pool Baskets,
Divided Pool Money Receivers, and Pool Ball Receivers.
Billiard Rules, Pool and Pyramid ditto.
French Cue Tips, Cement and Chalk.
Thurston's Miniature Billiard Tables, complete 5 feet in length. TREACHER & Co. (LIMITED), Bombay.

PURE AERATED WATERS.

TREACHER & CO. (LIMITED) invite the attention of the public to the superior quality and purity of their SUPER CARBONATED WATERS.

After attentive examination of the various methods of water filtration, and of all publications of authority upon the subject, they have finally adopted (as by far the most efficient purifiers) and for a considerable time past used, the PATENT MOULDED CARBON FILTERS; respecting which they have the pleasure to append an extract from the report of Dr. Hassall.

"From the foregoing experiments it appears that these Filters of compressed charcoal, possess the power of removing sulphuretted hydrogen, and other offensive and deleterious gases from impure water; that they are also capable of abstracting to a greater or less extent a variety of *soluble organic and inorganic substances held* dissolved in water; lastly, their mechanical action is very efficient.

"The Patent Carbon Filters, therefore possess important chemical and mechanical properties. Altogether I regard them as *the most valuable and efficient Filters as yet constructed.*

"(Signed) ARTHUR HILL HASSALL, M.D.,
Author of Food and its Adulteration, the Water Supply of the Metropolis, &c. &c."

T. and Co. are thus enabled to offer these artificial Waters in a state of perfection hitherto unattainable.

AERATED BRIGHTON SELTZER WATER (as prepared at the Royal Spa.)

AERATED TONIC OR QUININE WATER, a refreshing draught peculiarly adapted to this climate, an agreeable bitter, gives tone to the stomach, and is especially useful in sea sickness.

AERATED LITHIA WATER, uniformly contains two or five grains of pure Carbonate of Lithia in each bottle. Made *to order* to ensure perfect freshness.

AERATED POTASH AND SODA WATERS, guaranteed to contain seven and a half grains of either Salt.

AERATED GINGERADE AND LEMONADE.

FRUIT SYRUPS.

Two table spoons full of any of these Syrups with a bottle of Soda, Potash, or Seltzer Water added, forms a most palatable and wholesome drink:—

Strawberry Syrup		Raspberry Syrup	
Black Currant do.		Red Currant do.	
Pine Apple do.		Lemon do.	
Ginger do.			

R. Rose, Jasmine, Violet, Cherry, Orgeat, Capillaire, Lemon Squash, Ginger Beer, Soda Powders, Potash Powders, Seltzer Powders, Lemonade Powders, Effervescing Aperient Powders, Tonic Powders, Quinine Powders, Lithia Powders, Effervescing Citrate of Magnesia, Effervescing Tartrate of Soda, Effervescing Citrate of Soda, Effervescing Citrate of Potash, Effervescing Tartrate of Potash, Effervescing Citrate of Iron and Quinine, Effervescing Citrate of Iron and Ammonia, Effervescing Citrate of Iron and Potash, Effervescing Citrate of Iron and Strychnine, Effervescing Citrate of Iron and Quinine and Strychnine, Effervescing Citrate of Iron and Quinine and Ammonia, Effervescing Citrate of Iron and Quinine and Potash, Effervescing Citrate of Iron and Quinine and Strychnine and Ammonia, Effervescing Citrate of Iron and Quinine and Strychnine and Potash, Effervescing Citrate of Iron and Quinine and Strychnine and Ammonia and Potash.

Directory with the Trade and Prices Current of each article may be had on application.

NOTICES.

NOTICE.—A Meeting of the Shareholders of the BOMBAY BRICK & TILE COMPANY (LIMITED), will be held at the Office of Messrs. Campbell, Mitchell & Co. on FRIDAY the 17th inst., at 3 P. M. to receive the report of the Liquidators.

A. D. GRANT,
THOS. H. MOORE, } Liquidators.

Bombay, 10th May 1867.

BOMBAY SHIPPING COMPANY (LIMITED).—NOTICE is hereby given that the following resolution will be submitted to the Shareholders at the EXTRAORDINARY GENERAL MEETING of the Company advertised to be held on the 18th instant at noon.

That the Secretaries and Treasurers be and they are hereby authorized to dispose of such vessels belonging to the Company as they may think proper on the best terms obtainable.

RITCHIE, STEUART & Co.,
Secretaries & Treasurers.

Bombay, 13th May 1867.

NAPIER FOUNDRY AND ENGINE WORKS,
Foras Road, Byculla, Bombay.

T. STEWART & Co. beg to notify that they are now prepared to execute all manner of Iron and Brass Castings, so undertake repairs of Marine and other Engines, and to furnish Estimates for the supply of Hydraulic Presses, Pumps, and every description of Machinery.

All Ship work and ... requirements will receive prompt attention.

Communications to be addressed to the Works, as above, or directed to care of Messrs. JOHN TANNER & Co., No. 12, Meadow Street.

Bombay, 1st June, 1866.

ST. ANDREW'S LIBRARY.
THACKER, VINING & Co.

A Catalogue of CHEAP PUBLICATIONS, and of a large selection of New and Standard Works, with a list of Bohn's Publications reduced to English Prices, is available on application. THACKER, VINING & Co.
Rampart Row.

Now Ready.

THE BOMBAY UNIVERSITY CALENDAR for 1867-68, with the Examination Papers for 1866-67. *Price Two Rupees.*
THACKER, VINING & Co., Bombay.

ORIENTAL BANK CORPORATION.—A Dividend of Rupees Fifteen (Rs. 15), equivalent at £1-10-0 per Share, being at the rate of twelve per cent. per annum, on the capital Stock of the Corporation, for the year ending 31st December 1866, will be paid at this Office to the Shareholders in India on and after the 22nd instant.

The transfer Books of this Agency will be closed from this date to 22nd instant inclusive.

J. F. MOIR, Agent.

Bombay, 13th May 1867.

ROSSELET & Co.
ESTABLISHED 1858.
CHRONOMETER MAKERS, JEWELLERS, OPTICIANS, ENGRAVERS, &c.
No. 6, MEADOW STREET, FORT, BOMBAY.

NO. 2 MANILLA CIGARS and CHEROOTS of last Season's crop, for sale at the Godowns of the undersigned, Rs. 45 per thousand.

FINLAY, CLARK & Co.

Bombay, 30th March, 1867.

THE LONDON JOURNAL contains Original and Domestic Novels by the first Authors of the day—Short Tables—Poems—Educational and Social Essays—Descriptions of the most Remarkable Places in the World—Thousands of useful Receipts of every kind—Records of Scientific Inventions and Discoveries—Statistics embracing all the principal Official Returns published of Public Accounts — Population — Emigration—Health—Military, Naval, and Commercial Affairs — Valuable General Statistical Information—Articles of Literary and Historical Interest Illustrative of passing events—Witty and Laughable Jokes and Anecdotes—A voluminous personal Correspondence upon every imaginable topic.

THE LONDON JOURNAL, the best, cheapest, largest and most beautifully Illustrated Publication ever issued, having a Greater Circulation than that of any other periodical in the world.

THE LONDON JOURNAL is issued in Weekly Numbers, One Penny.

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THE LONDON JOURNAL Volumes 1 to 46 are now ready, bound in cloth.

THE LONDON JOURNAL may be had in India and the Colonies.

THE LONDON JOURNAL Half-yearly Volumes are always in print.

THE LONDON JOURNAL Office, 332, Strand, London.

BOMBAY LANDING AND SHIPPING COMPANY LIMITED.—An Extraordinary General Meeting of the Shareholders will be held at the Company's Offices, David Sassoon's Buildings, Elphinstone Circle, on the 7th, 1867 at 3 P. M., to confirm the following Resolutions passed at the Extraordinary General Meeting held May 6th, 1867.

1st. That the report of the Directors concurred in by the Auditors now read to the Meeting together with the Balance Sheet made up to the 28th February last, be and hereby are adopted.

2nd. That the Bombay Landing and Shipping Company Limited be wound up voluntarily.

3rd. That Mr. Thomas Liddetter and Mr. J. R. K. Johnson be appointed Liquidators, and their joint remuneration be two and a half per cent. as to one half thereof on the Assets realized and as to the other half thereof on the Assets divided among the Creditors and Shareholders of the Company.

Also to pass the following resolution:—

"That the Liquidators may have power to compromise all Calls and liabilities capable of resulting in debts, and all claims whether present or future subsisting or supposed to subsist between the Company, and any contributory or all ged contributory or other debtor or person apprehending liability to the Company, and all questions in any way relating to or affecting the Assets of the Company or the winding up of the Company generally upon such terms as may be agreed upon with power for the Liquidators to take any security for the discharge of such debts or liabilities and to give complete discharges in resp

COMMERCIAL INTELLIGENCE.

THE SHARE MARKET.

THURSDAY AFTERNOON.

Nearly flat; nothing doing.

BOMBAY DAILY CALL AND STOCK LIST.

FINANCIAL ASSOCIATIONS.

....	200	200	16	Bengal Credit Mob.	48 per sh
1,00,000	100	22	.....	Financial Assn.	...
				Indian and Chin.	50 p. share.

LAND COMPANIES.

2,00,000	10,00	5,000	.....	Back Bay Reclamation Co.	1,400 p. s.
1,00,000	1,000	1,000	20 p. s.	Elphinstone Land Co.	435 per share.
1,00,000	1,000	600	.....	Bow Do.	87 p. s.
2,00,000	20,000	9,000	.....	Prove Land Co.	100 p. s.
11,00,000	2,000	500	.....	Rivers and Land Investment Co.	No quotation.
.....	2,000	1,000	20 p. s.	Marriages Land and Reclamation Co.	420 p. sh.
.....	2,000	1,000	60 p. s.	Port Canning.	11½ per share
2,00,000	10,00	6,000	.....	United Victoria L. Colaba Land Co.	1,040 p. sh.

DAILY COTTON MARKET REPORT.

BOMBAY, 16TH MAY.

	OLD. PER CANDY.
Dharwar Superfine	225 to 230
Broach	185 to 190
Do.	145 to 150
Oomra	130 to 135
Comptah	120 to 125
	NEW.
Gunnevelly	225 to 230
Oomra	190 to 195
Candeish	220 to 225
Surat	230 to 235
Broach	230 to 240
Bloomgaum	230 to 240
Dhollerah	234 to 235
Veerawal	228 to 230
Oomrawtee	229 to 232
Comptah	240 to 242
Dharwar Superfine	235 to 240

Ready Sales.....600 Candies.
For Future Delivery.....300 "
Market active—Good demand.

MILITARY.

APPOINTMENTS.

Lieut. LeGeyt, 2nd Lt. P. R., Acting Political Assistant Kattywars, on sick leave, from Kattywar.

DEPARTURES.—MAY 16.

Pitman, Surgeon Major H., 1st Grenadier Regiment N. I., to rejoin, to Belgaum.
Davison, Major Staff Corps, on duty, to Poona.
Creagh, Captain J., 1st Battalion 1st Royals, to join, to Cananore.

GARRISON ORDER.

BY BRIGADIER GENERAL RUSSELL.

Bombay, Thursday, 16th May.

FURLOUGHS, LEAVE OF ABSENCE, &c.

Brevet Colonel S. Wells, C.B 1st Battalion 23rd Foot, to proceed to England by the overland route for the purpose of appearing before a Medical Board.

Lieut. Colonel C. J. Barton, 21st Brigade Royal Artillery for 15 months from date of departure, to England on private affairs.

Brigadier General Heyland, C. B., Brigade Staff, from date of departure to 9th June, to proceed to Bombay.

Lieut. Colonel G. J. Rainey, 21st Brigade Royal Artillery, from 5th May, to Bombay preparatory to proceeding to Europe.

Captain E. H. Ashe, Staff Corps, from 13th May to 13th June, in extension to remain at Bombay on Medical certificate.

GOVERNMENT GENERAL ORDERS.

MILITARY DEPARTMENT.

The leave of absence granted to Colonel J. T. Barr, Staff Corps, Resident at Baroda, in G. G. O. No. 219, of 8th May 1867, will count from the 14th instant.

Major J. R. Westropp, Staff Corps, Cantonment Magistrate, Deesa, is allowed furlough to Europe for twenty months, on medical certificate.

Surgeon Major E. Impey, Post Master General, Bombay, has been granted by the Government of India leave of absence to Europe for twenty months, on medical certificate.

Lieutenant E. S. Walcott, General List, attached to the 3rd Regiment Native Infantry, is appointed a Probationer in the Commissariat Department.

Lieutenant R. Bythell, Staff Corps, Acting Adjutant Sappers and Miners, is allowed furlough to Europe for twenty months, on medical certificate.

MARINE DEPARTMENT.

The following temporary arrangements and appointments are confirmed :—

By Captain J. W. Young, C.B., Superintendent of Marine.

Lieutenant G. O. B. Carew resumed the Command of the "Coromandel" from the 9th April 1867.

Lieutenant G. O. B. Carew is re-appointed to the Command of the "Dalhousie," from the 15th April 1867.

Lieutenant Searle, Dock Master, was employed on special duty on the "Grahame," Inspector Buoys, and marking the passage over the Bar of Bancoot River, from 20th to 23rd April 1867, both days inclusive.

Mr. A. Campbell, 1st Officer of the Steam Vessel "Coromandel," was appointed to the temporary Command of that vessel from the 1st to the 9th April, and from the 15th April 1867, vice Carew, transferred to the "Dalhousie."

JUDICIAL DEPARTMENT.

Mr. Manockjee Cursetjee, Second Judge of the Court of Small Causes, Bombay, is allowed leave of absence for six months under Section 11 of the New Uncovenanted Service Absentee Rules.

Mr. J. W. Woodward, Second Assistant Magistrate of Kaira, is invested with the powers of a Magistrate in that District.

REVENUE DEPARTMENT.

Mr. A. D. Robertson, Commissioner of Customs, Salt, and Opium, is allowed leave of absence for six months on private affairs to proceed to England.

GENERAL DEPARTMENT.

Mr. F. [illegible] Secretary to Government in the General Departments, and [illegible] with charge of the Separate Department, [illegible] absence for six months [illegible] the 1st instant.

[illegible] Sylvester is appointed Acting Second Assistant to the Collector of Kaira.

Assistant Surgeon Henderson Raby, in Medical Charge, Kaira Lodgings, has been in charge of the Police and Civil Medical duties at that Station from the 10th December 1866.

The Honorable M. J. M. Shaw Stewart assumed charge of his Office as Acting Secretary to Government in the Revenue, Financial and General Departments, and as Acting Chief Secretary to Government with charge of the Separate Department, on the 13th instant.

The Right Honorable the Governor in Council is pleased to confer the title of Rao Saheb on Mr. Sukharam Krishna Shet Dulvey, Moonsiff of Bhewndy, in the Tanna Collectorate.

FINANCIAL DEPARTMENT.

The Cantonment Magistrate of Hydrabad has been appointed a Special Officer for the purposes of the License Tax Act XXI. of 1857 for the Cantonment of Hydrabad.

Mr. Sorabjee Khursetjee to be Money Order Agent at Sholapoor.

Mr. Jamsetjee Manockjee has been appointed a Special Officer for the purposes of the License Tax Act XXI. of 1857 in the Konara Collectorate.

The Right Honorable the Governor in Council is pleased to make the following appointments under the License Tax Act XXI. of 1857 :—

Mr. Shookeeram wullud Nundeeram to be Special Officer in the Karrachee Collectorate.

Mr. Akhoond Mehr Alli to be Special Officer in the Hydrabad Collectorate.

Mr. Dayaram Chandasing to be Special Officer in the Shikarpoor Collectorate.

PUBLIC WORKS DEPARTMENT.

The Right Honorable the Governor in Council is pleased to appoint Captain Davidson, R.E, to be Controller of Public Works Accounts from the date of departure on furlough of Colonel Kendall, R.E.

Mr. W. S. Howard, Acting Executive Engineer, Poona, and Kirkee, has been allowed privilege leave of absence for one month from the 29th April 1867.

Lieutenant W. Abney, R.E., Assistant Engineer 1st Grade, has been allowed privilege leave of absence for 55 days from the 27th April 1867.

Mr. W. Faris, Architect to Government is allowed leave of absence for six months to proceed to England under Clause 1, Para. 12 of the Uncovenanted Absentee Rules.

ECCLESIASTICAL DEPARTMENT.

The Reverend R. Keene, M.A., having on 9th March last, completed ten years' service from date of arrival in India, is promoted to the grade of Senior Chaplain from that date.

The Venerable C. H. Leigh Lye, M.A., having on 20th April last, completed ten years' service from date of arrival in India, is promoted to the grade of Senior Chaplain from that date.

The privilege leave granted in notification dated 25th ultimo to the Revd. C. Laing, Chaplain of Malligaum, has been cancelled at his own request.

The following arrangements are notified to have effect from the date of the Revd. H. W. Bagnell's departure to Europe, on medical certificate :—

The Revd. S. Stead, M.A., Joint Chaplain, Kurrachee, to officiate as Chaplain, and the Revd. W. Jones to officiate as Joint Chaplain of that station, until further orders.

License to solemnize marriages under the provision of Act V. of 1865 is hereby given to the Revd. Dhanjibha Nowrojee, Minister and Missionary, Free Church of Scotland, Bombay.

The furlough to Europe, granted in Notification dated 13th February 1864 the Reverend P. Gell, is extended for a further period of nine months from the 13th February last.

The Rev. G. L. Fenton has been permitted by H. M.'s Principal Secretary of State for India to retire from the service from the 27th March last.

SHIPPING.

MAY ARRIVALS.

M Milton ..... South ..... Bosra, Jan. 12.
[illegible] ..... Shaw ..... Liverpool, Jan. 6

MAY DEPARTURES.

M Fleet (s) ..... Gee, &c.

[illegible] Bombay Chamber of Commerce, Mr. E. H. Lewis, Chairman, and Mr. H. C. Cooke, Secretary, have received from the Secretary of the Bombay Branch of the P. & O. Co. [illegible] Bombay Chamber of Commerce [illegible] Bombay Branch of the P. & O. Co's Steamer fleet [illegible] Bombay.

NEW ADVERTISEMENTS.

GREAT INDIAN PENINSULA RAILWAY.

ALTERATION OF TRAINS (about 3rd June next).—During the Monsoon the Passenger Trains on the G. I. P. Railway will run as under :—

MAIN LINE TRAINS (NORTH EASTERN.)

The mixed Train now leaving Bombay for Nagpore and Khundwah at 7-0 A. M. will leave at 7-15 A. M.

The present 8-30 P. M. Mail Train from Bombay to Nagpore and Khundwah will leave at 7-0 A. M.

The mixed Train now leaving Nagpore at 9-0 A. M. and Khundwah at 5-0 P. M. for Bombay will leave Nagpore at 11-45 A. M. and Khundwah at 1-0 P. M.

The Mail Train now leaving Nagpore at 9-30 P. M. and Khundwah at 7-0 A. M for Bombay, will leave Nagpore at 9-0 A. M. and Khundwah at 5-15 P. M.

An additional Down Local Passenger Train (1st, 2nd and 3rd class) will be run daily from Bombay to Callian leaving Bombay at 1-0 P. M. and arriving at Callian at 3-0 P. M.

MAIN LINE TRAIN (South Eastern).

The present 9-15 A. M. passenger Train from Bombay to Poona will leave Bombay at 9-0 A. M. arriving at Poona at 5-0 P. M.

The present mixed Train now leaving Bombay for Sholapoor at 3-0 P. M., will leave at 7-15 A. M.

The 5-30 P. M. Mail Train from Bombay to Sholapoor will leave at 2-30 P. M. reaching Poona at 9-25. P. M.

The passenger Train now leaving Poona for Bombay at 9-45 A.M., will leave at 10-0 A.M.

The up-mixed Train now leaving Sholapoor for Bombay at 12-0 midnight will leave at 4-0 P.M.

The up-mail Train now leaving Sholapoor for Bombay at 12-45 P.M. will leave at 5-0 A.M.

MAHIM BRANCH.

The existing up and down Mahim Trains are slightly accelerated.

W. KNOX,
General Traffic Manager.

Bombay, May 16th 1867.

GREAT INDIAN PENINSULA and BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANIES.—NOTICE.—The above Railway Companies give Notice that they are prepared to quote through Rates from Stations on one Company's system to places on the other

For particulars apply to Great Indian Peninsula Railway at Boree Bunder and B. B. and C. I. Railway at Grant Road Stations.

W. KNOX,
General Traffic Manager, G. I. P. Railway.
J. DUXBURY,
Traffic Manager, B. B. and C. I. Railway.

Bombay, 15th May 1867.

GREAT INDIAN PENINSULA RAILWAY, AND BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANIES, through Passenger Service between Boree Bunder (G. I. P.) Malina and Bandorah (B. B. & C. I.) Stations.—

On and from MONDAY 20th May 1867 a through mixed service train will, each day, leave

Boree Bunder	at 2-15 P. M.
Arrive Byculla	at 2-30 "
" Malina	at 2-53 "
" Bandorah	at 3-5 "

W. KNOX,
General Traffic Manager G. I. P.
J. DUXBURY,
Traffic Manager B. B. & C. I.

Bombay, 15th May 1867.

COPPER PLATE PRINTING, ENGRAVING, &c. &c.

THE PROPRIETOR of the *Bombay Gazette* Press, has now completed arrangements by which he is prepared to execute Copper Plate Printing and Engraving on the Premises.

Cheques, Bills of lading, Office, and Bank Seals, Seals for stamping Envelopes, &c, Card Plates, Wedding Cards, &c., &c, engraved to order, and at moderate prices. Specimens may be seen at the Office.

May 1867.

LODGINGS WANTED for a single Gentleman, in or near the Fort. Address "J. P." *Bombay Gazette* Office, (stating terms.)

JUST arrived per "CLARENDON," three Pipes Choice South Side Madeira, shipped by RUTHERFORD, DRURY & Co., of London. For particulars of sale apply to REMINGTON & Co.

ALLSOPP'S BEER IN WOOD is now on Sale in our Godowns. Price Rs. 80 per Hhd.

Agents, the London Asiatic and American Company (Limited.)

Bombay, 15th May 1867.

B. B. AND C. I. RAILWAY COMPANY.—WANTED Assistant Engineers and Surveyors for Survey. Apply to the undersigned.

FRANCIS MATHEW,
Chief Resident Engineer.

Bombay, 16th May 1867.

NOTICE.—CONSIGNEES of CARGO per Ship "NYANZA," arrived from Mauritius, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co,
Agents of Ship *Nyanza*.

Bombay, 16th May 1867.

COMMERCIAL BANK CORPORATION OF INDIA AND THE EAST.—GENTLEMEN interested in the RE-CONSTRUCTION of this Bank, are requested to communicate with the undersigned at the Offices of Messrs. Stearns, Hobart & Co., Elphinstone Circle.

F. DUNDASS CHAUNTRELL.

Bombay, 16th May 1867.

OVERLAND PROVISIONS.—Received ex "MADRAS".

Prime York Hams.
Wiltshire Bacon.
Double Gloucester Cheese.
Cheddar Cheese.
No. 6, Hummum Street, Fort.

J. NEUBERG.

WORTHINGTON'S INDIA PALE ALE.—Brewers to H. R. H. the PRINCE OF WALES.—Just arrived per "DAPHNE" in cases containing 4 dozen Quarts and 8 dozen Pints.

Quarts at Rs. 5 per dozen.
Pints " 3-8 "

GRINDLAY & Co.

Elphinstone Circle, 16th May 1867.

CENTRAL BANK OF WESTERN INDIA.—NOTICE is hereby given that the ORDINARY MEETING of the SHAREHOLDERS of this Bank, will be held at the Offices of the Company in Rampart Row, on WEDNESDAY the 5th day of JUNE 1867, at 3 in the afternoon, for the purpose of receiving the Report of the Directors.

By order of the Board,
GEORGE P. ROBINSON, Manager.

Bombay, 15th May 1867.

NOTICE.—Consignees of Cargo per ship "DAPHNE," from London, are requested to send boats alongside immediately for their respective goods as they come to hand, failing which the same will be landed by the Captain at the risk and expense of the concerned.

Captain MILES will not be responsible for the contents or condition of any package after it leaves the Ship's deck.

B. & A. HORMARJEE, Agents.

Elphinstone Circle, Bombay, 16th May 1867.

TO BE LET from the 1st of June, a good Furnished BUNGALOW, in a cool and healthy part between Nowgaum and Matoonga, 10 minutes walk from the Dadur Railway station, with Water Pipes attached to the Bungalow, and good compound with Garden, suitable for 2 Families or 3 Bachelors, lately occupied by Messrs. Smart, Wallis and Morton, P. O. & Co, rent Rs. 60. Apply to MUNCHERJEE RUSTOMJEE BOTTLEWALA, No. 37, Bazar Bishop, Gunbawa Street, Fort.

SHIP "ALMA," from Mauritius, with Cargo of Ship "ARNAUD," from Bordeaux.—Consignees of the undermentioned goods per French ship "ARNAUD" from Bordeaux, intended at Mauritius and forwarded per French ship "ALMA" are requested to sign the Average Bond lying at our Office and to take immediate delivery of goods after paying freight and estimated average expenses to the undersigned.

The goods are landed and incurring heavy charges for Wharfage and Watching, which must also be paid prior to delivery.

50 Cases Merchandize, shipped by J. H. D. Becker Fils to order.
10 " do. " C. Gaden and Klaps sub do.
100 " do. " A. Borchard do.
50 " do. " Great Cognac Company do

If the goods are not taken delivery of within three days, they will be deposited in the Government Warehouse, and if not claimed at the expiration of one month from this date, they will be sold to pay expenses.

NOWROJEE ARDASEER & SONS,
Agents Ship *Alma*.

THE INDIAN TRAVELLERS' GUIDE FOR MAY.

PRICE—EIGHT ANNAS.

CONTENTS :—

MAP OF INDIA.
Contents.
Index to Railway Stations
Index to Places by Steamer and Dak
Introduction
Guide to Places of amusement in Bombay.
RAILWAY TIME TABLES :—
Great Indian Peninsula Railway
Bombay, Baroda, and Central India Railway
Scinde Railway
Punjaub Railway
East Indian Railway
Eastern Bengal Railway
Calcutta and South Eastern Railway
Great Southern of India Railway
Indian Branch Railway
Madras Railway
STEAM NAVIGATION COMPANIES :—
P. and O. Co.
Bombay and Bengal S. S. Co.
Messageries Imperiales
Austrian Lloyds
Euphrates and Tigris Steam Navigation Company
British India Steam Navigation Company
Bombay Coast and River Steam Navigation Company
China Steamers
Indus Steam Flotilla
Punjaub Steam Flotilla.
Irrawady Flotilla
India General Steam Navigation Company
DAK COMPANIES :—
Agra and Nasick Mail Carts
North Western Dak Company
Durd's House Carriage Dak
Doini and Umritsar Dak
Punjaub and North Western Company
Commercial Transport Association Company
Deccan Horse Dak
ROUTES BY STEAMERS.
ROUTES IN THE BOMBAY PRESIDENCY, &c.
ROUTES IN THE CENTRAL PROVINCES.
LIST OF TRAVELLERS' BUNGALOWS ALONG THE TRUNK ROADS OF WESTERN INDIA.
SCALE OF FARES FOR SHIGRAMS, BUGGIES, &c. IN BOMBAY.
SCALE OF FARES FOR BOATS FOR BOMBAY HARBOUR.

AND

The Map shows the Railways, Railway Stations, Roads, Lines of Internal Navigation, &c.

Published at the *Bombay Gazette* Steam Press.

AGENTS :—

Bombay—Messrs. Gordon and Woodhall and Messrs. Thacker, Vining & Co., and all Booksellers and Stationers.

Poona—Messrs. Chapman and Hall, Publishers, Post Street.

London—T. Allen, 13, Charing Cross.

NEW ADVERTISEMENTS.

[illegible] The fine ship "GLOUCESTER," [illegible] Captain BURNHAM, has expert a few passengers. For particulars [illegible] WENT AND LUCIUS, Agents, [illegible] and Owners Ship *Gloucester*.

Bombay, 16th May 1867.

NOW READY.

"PUNCH IN INDIA."

CONTENTS.

CARTOON—"[illegible]T SALLY."
AUNT SALLY—Mr. Massey.
1st Flight—Young Bengal.
2nd Do.—Young Bombay, very tired and sleepy.
3rd Do.—Mrs. Madras fast asleep.

THE TRUE, THRILLING, SENSATIONAL, AND STARTLING DELINEATION OF THE ADVENTURES OF AN UNSOPHISTICATED COOMBEE WITH A "LIVE" SHELL.

HALF PAGE, 1st Tableau—He findeth and bringeth home the shell in triumph!

HALF PAGE, 2nd Tableau—His friends and *He* are met together to witness the result of igniting the shell!!

TO BE CONTINUED.

QUARTER PAGE.—Our Friend, the ingenious Mr. Jones, has a new invention.

WHOLE PAGE—How our Fat Contributor went to Nagpore and came back again. *A series, to be continued.*

The Nagpore Cinderella and several other Vignettes.

Contributors for the May number are urgently requested to send in their MSS., "AT ONCE."

POSTAL NOTICES.

EXTRA OVERLAND MAILS.—The P. & O. Company having altered the hours of departure of the extra steamers to Aden and Suez, it is notified that the extra Mails for Great Britain and the Continent of Europe, will be closed at the General Post Office on the following dates at the same hour as that fixed for the Regular Overland Mail, viz. at 7 A. M., or after Packet being kept open until 8 A. M.

May 20th

The rates of postage are the same as those by the regular contract Overland Mails.

EXTENSION OF TIME IN POSTAGE OVERLAND LETTERS.—The Post Master being frequently unable to obtain early intelligence, on Overland Mail days, of the anticipated time of arrival of the North East Mail Trains, upon which the departure of the Suez Steamer depends, and having in consequence no means of giving the public timely notice of any probable detention of 2 or 3 hours, it is hereby notified that whenever the Suez Steamer is obliged to be put off, notice will be sent to the Secretariat, Chamber of Commerce, and the Public Journals in the Fort, and will be hung up conspicuously outside the Post Office gates for general information. To give the public the advantage of posting letters of importance to the latest hour, when such intelligence occurs, the Mail boxes will be kept open for *fully prepaid* letters upon which the after-time fee is affixed, to within 15 minutes of the departure of the said Vans, notification of which will be obtained at the Post Office.

COLONIAL POSTAGE.—Under orders from Government, no Indian Inland postage will in future be levied on letters received for delivery from or despatched by Her Majesty's Mails or French Mail steamers to Ceylon, Penang, Singapore, China, Hong Kong, Australia, Mauritius, Port Louis, Natal, Reunion, Port Elizabeth, Cape of Good Hope, St. Helena, Ascension, Malta and Gibraltar.

OCEAN MAILS.

The following Ocean Mails will be made up and despatched at the *time stated* :—

	Date of departure.	Mail will close.	At after Packet will be made.
China	18th and 30th.	6 P. M. previous evening.	7 A. M. on the day of departure.
Ceylon			
Penang			
Singapore			
Hong Kong			
Cape of Good Hope	15th.	Ditto.	Ditto.
Mauritius			
Natal			
Reunion			
St. Helena	3rd and 17th.	12 noon on the day of departure.	None.
Muscat			
Persian Gulf			
Bussorah			
Bagdad			
Bahrein			
Kingorry			
Gogo			
Kattywar			
Beypore			
Mangalore			
Cochin			
Calicut			
Cannanore			
Tellicherry			
Kurrachee	Every Saturday.	12 noon on the day of departure.	None.

12 hours after the arrival of each Overland Mail.

NEXT OVERLAND MAIL.

As the extra steamers are timed to arrive at Suez one day before the Calcutta steamer, in order to ensure the mails being taken on to Marseilles and Southampton, the service will be a service for *all* India four times a month. The weekly steamers to India are expected to arrive in Bombay on the following dates :—

April..... 27th May..... 4th

THE NEW POSTAL RATES.

LETTERS.

Not exceeding ½ Tolah	½ Tolah	1 Tolah
Postage..... 2 Pie.	1 Anna.	2 Annas.

And One Anna for every half Tolah or fraction of a half Tolah beyond.

BANGHY PARCELS.

Distance	Weight not exceeding ½ Tolah	½ Tolah to 5 Tolahs.	5 Tolahs to 100 Tolahs.	Per 100 Tolahs beyond.
	Rs. As.	Rs. As.	Rs. As.	Rs. As.
Not exceeding miles.	0 4	0 8	0 13	0 13
" 300	0 6	1 0	1 8	1 8
" 600	0 12	1 8	2 4	2 4
" 1200	1 0	2 0	3 0	3 0
Above 1200	1 4	2 8	3 12	3 12

CALENDAR—May, 1867.

PHASES OF THE MOON.

Full Moon	19th 9h. 42m. P. M.
Last Quarter	26th 10h. 13m. P. M.

Days.	Indian Dates.	Sundays, Festivals, &c.	Sun Rises.	Sun Sets	High Water at Bombay Harbour. Morn.	Even.	Young Moon.
			h. m	h m	h. m.	h m	
Fri	17	Mars sets at 11-43 P. M.	5 26	6 26	10 17	10 36	
Sat.	18	Full Moon—Saturn 1° 56' S of Moon 11-19 A. M.	5 26	6 26	11 10	11 31	
Sun.	19	4th Sunday after Easter.	5 25	6 27	11 59	11 41	
Mon.	20	Jupiter rises at 3-52 A. M.	5 25	6 27	.....	0 3	
Tues	21	Sun enters Gemini at 6-40 P. M.	5 25	6 28	0 50	1 13	
Wed	22	Darwan of night 10-57m.	5 24	6 28	1 54	1 13	
Thurs.	23	Mercury rises at 4-55 A. M.	5 24	6 28	1 19	1 48	

The Bombay Gazette

FRIDAY, MAY 17, 1867.

THE *Friend of India*, in its natural exultation over the completion of the East India Company's line of railway from Mirzapore to Jubbulpore, has spoken somewhat disparagingly, and we believe unjustly, of the efforts made by the G. I. P. Company to push on the works of the unfinished part of their line from Khundwah to Jubbulpore, so as to establish through communication between the capitals of Eastern and Western India. We fear it is true that the line from Bombay to Jubbulpore will not be ready for traffic along its whole length before the year 1869; but this unfortunate delay is not the fault of the Railway Company. There has been no carelessness or want of energy on their part; and the *Friend* commits a great mistake in suggesting that the main line has been neglected in order that the less important branch to Nagpore might be more speedily completed. The rapidity with which the works on the Nagpore line were finished was due to two causes; first, the ease with which a railway can be constructed across the wide level plains of Berar and the Central Provinces, and, secondly, the good fortune of the Railway Company in having let this part of their works to very hard working and skilful contractors. As regards the other line, from Khundwah to Jubbulpore the contracts were all let years ago, and the construction of the Nagpore branch, which was confided to other contractors, had nothing whatever to do with the delay that is now complained of. The works on the main line would have [illegible] neither more rapidly nor more slowly, if the Nagpore branch had been left untouched. [illegible] the still incomplete portion of the main line the Company has not been lucky in some of its contractors; and besides there is one very heavy work, a bridge over the Towa (a tributary of the Nerbudda which falls into that river near Hoshungabad), the piers of which have been swept away three years in succession by the terrible force of the waters in the rainy season. The engineers are now making a fourth, and it is to be hoped a final, attempt to build the bridge from designs approved by Mr. George Berkley after personal inspection of the site during his recent visit to this country, but the work will still take nearly two years. But for this bridge the whole line might now be open; but the contractors have not been eager to push forward the easier works, knowing how long a time would be occupied in building the bridge. We have very little doubt that through communication to Calcutta might be obtained by the beginning of next year, with the exception of the break at the Towa, if the Government would urge the contractors not to mind waiting for the bridge, and would sanction the running of trains from Calcutta and Bombay to either side of the river. But the responsibility of coming to such a decision rests with the Government of India, not with the Government of Bombay which the *Friend* is inclined to make the scapegoat.

THE public of India, and from a [illegible] and more striking point of view, the [illegible] public have recently witnessed the large [illegible] of peace and safety having been [illegible] the two high powers of [illegible] one hand, a [illegible] reputed [illegible] the other, a [illegible] [illegible] [illegible]

the Royal Engineering is somewhat more than one-sided. Indeed, it seems that a conflict of opinion as ever likely to take place, when the Royal Engineers at the time [illegible] were disposed towards them to hand over [illegible] to Civil Engineers, [illegible] upon their being recalled to India—taking away some of their privileges and opportunities. A distinguished Government Engineer who now holds a special appointment for carrying on another series of great public works was one of those who argued that. They should have been entrusted with the railways, and that qualified natives would be readily and easily obtained from England to do the work.—He was not then aware with what reluctance Royal Engineers entered the service of the Railway Companies of India—many remarked that they would as soon think of enlisting into the ranks of a regiment, as taking engagements on railways—nor is this feeling by any means extinct; railway and other employments in India is looked upon as a *derogation* for young professionals at home. The *only* reason why this in the early days of Indian Railways was that came out were (as was remarked at the time) "barely acquainted with the rudiments of their profession." If the Government Engineers had undertaken these works, it would have been many years yet before the Governor General could have travelled from Calcutta to Simla in 72 hours.

There can be little doubt, that the Royal Engineers as a rule have higher scientific attainments than the majority of the Civil Engineers who come out to India—on the other hand, the Civil Engineers who have been properly trained have frequently had much more varied practical experience in different branches of the profession—though the display of their skill at Bombay during the last two or three years has not been very successful. I think it was D'Israeli that proclaimed an Architect—were he to visit Bombay—would probably propose to *drown* them, they should secure to wagers. As the construction of large irrigation works requires a strong individual bias, to include the drainage works and docks—in fact, and indeed, they would fain make one believe that they, and they only, are the *competent* parties to carry on irrigation works. It is true, that digging trenches and ditches are not foreign to the duties of Military Engineers and the Civil Engineers can afford to be magnanimous for more reasons than one. Of late years, canal works have been regarded as belonging to a bygone age not very difficult but requiring ordinary care and skill. As the head works some few difficulties may occur—canals are not novel works, on the contrary, they are the most simple kind of engineering known in the world. Numbers of such works have been constructed in the earliest, rudest, and most primitive ages, both in Europe, Asia, Africa and probably also in the central states of America. There is nothing, therefore, in them to excite much ambition—they must be cheaply constructed or they never can pay, consequently the emoluments will not be great; probably a civil engineer would not have committed the blunder that was made on the Ganges Canal giving it a slope that converted it into a torrent—the presiding genius on that occasion was, however, an artillery officer, whose ambition led him to mistake his vocation.

But the great question is this, while the military engineers are occupied making canals, roads, [illegible] and such like works—are they not over-ly disposed becoming less fit to fulfil the duties for which they were originally supposed to be engaged? Take away the tinsel and the glory which is bestowed upon the army and it becomes a superior kind of police force to protect the lives and property of the community, and to uphold the machinery of Government, and though it may be advisable, still occupation *in the piping times of peace* for a large body of men who might otherwise be [illegible] there must be a limit to such employment both officers and men who are to protect the country. It would never do to turn one regiment into shoemakers, another into tailors, or a third into bricklayers and so on throughout; neither can it possibly be advisable to turn a whole Corps of Royal Engineers into a superior kind of artizan to take charge of civil works, because such a course must interfere with their efficiency as Military Engineers. And in the event of a campaign in front of such an army of engineers as Prussia or Russia could bring into the field, the engineers would in all likelihood be found greatly wanting, not in courage but in experience in every thing relating to their duties—and with which they ought to be most familiar. Perhaps in such an emergency the Government might not despise a helping hand from the Civil Engineers; it would not be the first time, for during the mutiny, was not Boyle of Arrah, a C. E., rewarded by government, and did not General Neil publicly thank Betagh at Cawnpore? Besides there were many others who performed signal services in helping forward troops, throwing bridges across rivers, and such like. Perhaps the Government may one of these days find it to their advantage to give Commission to Civil Engineers in this country, as a reserve corps, in the same way as many Captains in the Mercantile Marine, hold Commission in the Naval reserve—the gain would be that it is a Government; for be it remembered our Artillery Civil Engineer that has remodelled our navy. Civil and another C. E., has the storming of Sevastopol—Engineers took part in it it would have been topol, and my belief is it could have been let taken in hand by the contractor like Brassey.

May 16th. C. E.

PRINCE AZEEM JAH'S AFFAIRS.

(From the Madras Times.)

Proceedings of the Madras Government, Political Department, 4th May, 1867.

Read the following letter from Thamoothra Doss, Birgi Buckan Doss, and others, creditors of His Highness Prince Azeem Jah Bahadoor, to the Chief Secretary to Government, Fort Saint George, dated Madras, 2nd May, 1867:

We have the honour to request that you will be pleased to lay the enclosed petition before the Honourable the Governor in Council, and beg that the same be despatched to His Excellency the Viceroy and Governor General of India.

To His Excellency the Right Honourable Sir JOHN LAIRD MAIR LAWRENCE, Baronet, G. C. B., G. C. S. I., Viceroy and Governor General of India.

The humble petition of the under signed creditors of His Highness Prince AZEEM JAH BAHADOOR.

SHOWETH.—That your petitioners have read with surprise and disappointment the Bill for the examination and settlement of claims against His Highness Prince Azeem Jah Bahadoor (No. IV. of 1867), which was published in the *Fort Saint George Gazette* of the 24th April 1867, together with Abstract Proceedings of the Council of the Governor of Fort Saint George for making Laws and Regulations, by which it appeared that the standing orders had been suspended, and the Bill passed on Tuesday, the 16th April 1867, without any previous notice having been given of the nature of its provisions.

2. That these provisions are not, as your petitioners humbly conceive, in accordance with the spirit of justice and liberality which induced Her Majesty's Government to set aside the sum of fifteen lakhs of rupees for the settlement of claims against His Highness Prince Azeem Jah Bahadoor, but on the contrary, are of such a nature as to prevent any person having a reasonable regard to his own interests preferring any claim for payment out of that amount.

3. That every person making any claim under the Act is required to give up all securities, and abandon every means which he may now have for the recovery of his debt, without even an undertaking from Government, in return, to pay the amount, or any proportion of the amount, which their own Commissioner may find to be justly and fairly due to the claimant.

4. That no "Statement of Objects and Reasons" has been published, but your petitioners gather from the Abstract Proceedings above referred to, that while the Government reserve to themselves full power to refuse payment of all claims, even though they may have been favourably reported on by the Commissioner, or to make such payments as they may think fit on account thereof, the preference will be given to the claims of such creditors as are now in a position to enforce payment of their debts without any assistance from Government.

5. That your petitioners cannot believe it to be true that Her Majesty's Government, in setting aside this money, were not actuated by a regard to the dictates of justice, but by the desire, as a matter of sympathy, to relieve Prince Azeem Jah from the pressure of claims which might be enforced independently of this Act.

6. That, on the contrary, your petitioners would rather believe the fact to be that Her Majesty's Government intended this money to be applied chiefly, if not altogether, in setting the claims founded upon debts incurred by Prince Azeem Jah during the time of his Regency, which by the operation of Act XVI. of 1859, the creditors have been prevented recovering from the Estate of the late Nabob of the Carnatic, and which have not been in the class of unsecured claims, and which are to be enforced by the process of any Court.

7. That the Act of 1859 was passed Court of Judicature at Madras, on the 27th day of May 1859 in the matter of the petition of Baboo Does against the Estate of the late Nabob of the Carnatic, that such claims were clearly within the meaning of the Act to provide for the administration of the Estate, and for the payment of the debts, of the late Nabob of the Carnatic (XXX. of 1858); and the justice and policy of paying such claims has been repeatedly urged upon Her Majesty's Government.

8. That the amount of the principal moneys due in respect of such claims closely approximates to the sum of fifteen lakhs of rupees, which forms a further ground for your petitioner's belief that the said sum was, in fact, intended to be appropriated chiefly, if not altogether, in satisfaction of such claims.

9. That, whether your petitioners be right in such belief or not, they humbly submit that they are entitled, in all justice and fairness, to know the terms upon which Government proposes to treat with them, before they can be called upon to elect whether they will avail themselves of such terms, or abide by the remedies which they now possess.

10. Your petitioners therefore most humbly pray that your Excellency will be pleased, for the reasons hereinbefore stated, to withhold your Excellency's sanction to the said Act, to provide for the examination and settlement of claims against His Highness Prince Azeem Jah Bahadoor, being passed into Law, or that your petitioners may have such other relief in the premises as may be deemed just and fitting.

11. And your petitioners, as in duty bound, shall ever pray, &c.

(Signed) THAMOOTHRA DOSS,
BIRGI BUCKAN DOSS,
and twelve others.

Madras, 1st May, 1867.

ORDER THEREO 4th May 1867, No. 128.

The Government decline to forward to the Governor General the petition submitted with the foregoing letter. It is open to the petitioners to send their petition direct to His Excellency the Viceroy and Governor General, if they think fit to do so.

TH[illegible]IP CALCUTTA MUNICIPALITY.

We have received a *Tabular English Annual Report of the Calcutta Municipality*, a printed paper of 24 pages, with a voluminous appendix, containing accounts and other figured statements. A complete review of the various matters presented, is hardly possible within the ordinary limits of an article. We propose, therefore, to confine our attention for the present to the statements of income and expenditure, to which the best part of the report is devoted.

The tax payers who have long and vainly sighed for improved municipal administration, will probably like to know how the money goes. This is the summary of the past year's expenditure.

Payment of interest on loans	2,13,029
General Establishment, Office Expenses, Contingencies, &c.	2,37,142
Registration of Births and Deaths and Census.....	31,340
Public Necessaries	37,388
Conservancy Department	2,54,119
Cost of working Engines for supply of water and watering streets, ...	70,785
Road Department.....	4,09,336
Total Expenditure, Rs.	12,53,139

So that the Municipal Staff, and the various establishments in Chowringhee, cost about a fifth of the total expenditure, or *eighteen per cent.* of the annual income. If we add the cost of the engineers and establishments employed on the drainage works separately debited to the drainage allotment though properly chargeable to the house rate, the ratio of establishments to income will be considerably higher. The amount set down as the cost of the census and registration of births and deaths, seems also excessive; whilst as regards the remaining items, the defects of arrangement in the accounts make it quite impossible to discriminate between charges for establishments and charges for materiel, very important consideration in expenditure of this character. But the summary we have cited represents only the expenditure from general fund, which is derived from the [illegible] rates, licenses on trades, registration and police fines. There are besides the [illegible] account, whence about Rs. 2,30,000 were [illegible] for various city improvements in the [illegible] part of the town, and towards of a [illegible] half for the Conservancy Railway; [illegible] rate account, whence the expendi[illegible]ac as about two lacs; the [illegible] supply [illegible] showing an expenditure of [illegible] establishments, purchase of [illegible] acc[illegible]jetty [illegible] lastly, and most [illegible] for [illegible] drainage fund.

[illegible] year were [illegible] works 6,16,875 [illegible] ments Re[illegible] establishments to work [illegible] hibiting [illegible] cent. In the account [illegible] of more [illegible] details of expenditure on [illegible] for works, [illegible], even to annas and pies; the various [illegible] are told that the charges of the [illegible] for ex[illegible] Road sewer were Rs. 3,84,675-7-4, whilst [illegible] of the London Street sewer are represented at Rs. 5-3-4, and of the Chandney Chowk sewer at Rs. 3-4-8. Whether the last two items are set forth as examples of the economical management claimed for the officiating Engineer, we are unable to discover; but these sewer attempts at precision would be sufficiently amusing, even were not the account somewhat discredited by the following passages in the Chairman's report. At page 18 he says—

"In this report, I had desired to submit a statement showing the actual cost of each sewer completed, as compared with the estimated cost, but I regret to say that though the Engineer has given the subject his attention for the past nine months, I have been unable to obtain from him this information."

And again at page 15:—

"The sewer between the Bengal Club House and Dhurrumtollah was completed previous to 1866, under the supervision of Mr. Clark, now absent on leave. The length of this portion is 4,742 lineal feet, and Mr. Anley reports that, as far as can be gathered from the old accounts and records, it cost Rs. 94,140 or nearly Rs. 20 per lineal foot.

"The Southern portion between the Bengal Club and Lower Circular Road was commenced after the close of the last rains, and the present Engineer, Mr. Anley, anticipates that the average cost per running foot will not exceed Rs. 10. Why the cost of the length executed by Mr. Clark should have cost nearly double this amount is not apparent from the accounts, but doubtless the great discrepancy admits of explanation, and will be enquired into on Mr. Clark's return from England. The estimate prepared by Mr. Clark for this class of sewer is Rs. 14-7-4 per lineal foot."

These extracts disclose a state of things far from creditable to the financial administration of the Municipality. The attention vainly bestowed for nine months in discovering the actual cost of the sewers might profitably have been given to supervision of the drainage works, which have caused so much discomfort and even danger to the lieges; and after the failure to arrive at the true cost, Mr. Anley's "anticipations" of his work being so much cheaper than those of his predecessor, seem without warrant. At all events it is hardly fair to an absent man to publish a statement which cannot be constructed otherwise than to his prejudice, on mere conjecture based upon accounts condemned by Mr. Hogg himself as "most unsatisfactory." The past expenditure on the drainage works will probably remain an Asian mystery for all time, but the practical question for the Justices is to make provision for the future. The sum of Rs. 12,53,139 has been raised and expended, and a limit is about to be set upon the borrowing powers of the Municipality. Are the drainage works to be prosecuted, and, if so, whence are the funds to be obtained? The house rate was raised to ten per cent. for this express purpose, but the produce of that tax is absorbed in other ways, even to the exclusion, as we have seen, of the establishments employed on the drainage. There must be increased taxation, or diminished expenditure, and it is quite time that the question were settled one way or the other.

The account of income, we regret to observe, is not more satisfactory than that of expenditure. The receipts during 1866, estimated [illegible]ture at Rs. 13,40,000, amounted to Rs. 13,17,884 only, notwithstanding that the licens[illegible] for professions and trades produced m[illegible]n the estimate. The deficit, due chiefly [illegible]ouse rate, is not surprising when we find [illegible]s to the amount of Rs. 1,95,415 remain[illegible] collected on 31st December. There w[illegible]ilarly a balance of about Rs. 60,000 on the lighting rate, so that the total outstandings on these two taxes, at the end of last year, exceeded two and a half lacs of ru[illegible] subject of course to remissions and cancellings, which usually multiply as the collections are delayed. All this, Mr. Hogg mildly observes, is "unsatisfactory," and "reflects unfavourably" on the Collector, who "there is little doubt, will have to pay a considerable sum for petty outstanding bills which he has mislaid or is unable for other reasons to produce." An unsatisfactory state of things truly, but that is Mr. Hogg's remedy? An arrangement by which "the Collector is now directly interested in working his department efficiently." A cheerful service is that of the Municipal Corporation. We are no longer surprised that its attractions have proved great even than those of the Public Works Department, where at least a system of rewards and punishments exists however indifferently administered. We may mention, in passing, that the Collector is allowed a remuneration of 2½ per cent. upon the collections. Estimating the house rate at 10 lacs, and the lighting rate at 2 lacs, annum, the charge for collection will amount to [illegible]

MR. PALGRAVE IN THE DISMAL SWAMP.

(From the Pall Mall Gazette.)

MR. GIFFORD PALGRAVE went last September to take charge of the important British Consulate at Soukhoum Kale, so well known to our geographers and public men, to which he had been appointed as a reward of merit, and this is what he describes himself to have found as the state of things in Soukhoum Kale, according to his maiden consular report of last February. He found no subjects and no trade to begin with, and consequently no direct duties for him. He found no people, for the inhabitants of the adjoining country, both north and west, have wholly disappeared, while those of the whole province of Abkhasia as shrunk to less than half their original number, amounting now to thirty thousand people only very few of whom are in a condition to purchase any thing. And he found no houses; for they were all burnt down in an insurrection last autumn, and the Russians have done nothing towards rebuilding them further than the partial restoration of a military hospital. There are no [illegible] in vogue, mine, or other enterprise there, and the number [illegible] of shops still open is barely fifty, most of which are closed in summer. The total population, exclusive of soldiers and officials, is about four hundred, comprising the women and children. The garrison consists of 2,500 men during the winter, of whom 500 alone remain during the summer. Their wants are entirely supplied by government contractors, and do not therefore come under the head of such commercial movement as Consula have to report upon. The exports have dwindled to a third of those in previous years, as woodcutting is now prohibited; and, owing to the emigration or *destruction* of the inhabitants, there is no one left to bring in the wax; honey, furs, and walnuts which once were items of some importance. Hides present a falling off of five to one, for the bullocks, says Mr. Palgrave, have shared the fortunes of their owners. British trade, direct or indirect, has wholly ceased for two years. The total amount of foreign, *i.e.* non-Russian, shipping entered or cleared during 1866, is thirteen small craft. Feeble attempts have been made to drain the marshes, which make the town pestilential but with no satisfactory result. Cotton is a failure from dampness of climate or want of skill, nor was any exported in 1866, though some was grown. There is a little doing in Indian corn for the Trebizond market, but there are hardly any field labourers to look after it. There are a hundred Turks who scrape a living by carpentering here and there in the district—clearly not in the town itself, which they ought to have been set to build up by this time. A couple of hundred more Turks—people who, by some strange inversion of national character, seem to be the Yankees or pioneers of enterprise in this fair region of the earth—employ themselves in the purposless fishery and in catching turbot. No English bills have been negotiated there for two years. There is no house or establishment in correspondence with Europe. There is no road from Soukhoum Kale to anywhere else. Two were commenced, but for two years have been abandoned to the rains and snows, which have effectually done for them. Nothing has been done for improving the harbour or landing place, the former of which requires a breakwater, and the latter requires removing altogether. Communication with the outer world is carried on by steamers, coming once a fortnight; that is, weather permitting, which in those open roadsteads it usually does not. There is a lighthouse, which is certainly [illegible]ing; though by Mr. Palgrave's account it seems uncommonly little to light [illegible] and in conclusion, no project is up. However, gained by the Russian Government, seriously ente, for bettering the state of things local or gener[illegible]oum Kale itself, or within the either at Sou[illegible] district.

[illegible]y exhilarating. It is enough to [illegible]lancholy mad and howl like make one go [illegible]ly to write it down. One a wild animal [illegible]ve sitting on the stump can fancy Mr. Palgr[illegible]cutting is prohibited, of a tree, only to [illegible]ap, with his head between his hands, like Martin [illegible]greatest misery in picture at Eden, bemoaning his [illegible]life in sunshine and sand among the Bedouin [illegible]erican houm Kale must be very like that Ating a Eden, with the additional comfort of [illegible]y garrison town, subjected to a strict military etiquette, which prohibits all appearance [illegible] shirt-sleeves, and insists on minute attention to the consular cap and the Foreign Office buttons. There may be a Turkish consular town or two where a parallel to this picture can be found, or at least where the difference is one of degree rather than of kind, but then the consul can always find a safety-valve in bullying his pasha. Besides, every consul of every European Power in Turkey cherishes the hope that he may live to see himself one day sporting up his consular flag [illegible] and becoming the pivot on which the whole Eastern Question may turn, just as every French private sees the marshal's baton in [illegible] knapsack. But Mr. Palgrave cannot [illegible] the Russian commandant, and he must [illegible] his politics to himself and the Foreign Offi[illegible] unless his very fertile mind can devise some scheme whereby they can be made a means of his transfer elsewhere. Drink and travel are the usual sources of consolation to foreign consuls doomed to Asiatic exile when debarred from pasha-baiting. Mr. Palgrave cannot take to the former, as there is none to be had save from the Russian privates, who want it all themselves. His solace, therefore, will be in travel, and as the whole range of the Caucasus, now for the first time accessible, is lying unexplored before Europe, we are much mistaken if Mr. Palgrave will not undertake, or have already undertaken a journey which he will record in a narrative as picturesque in discription and as fruitful in information as his great Arabian work. Meanwhile, his position at Soukhoum Kale is enough to move even his Quarterly Reviewer to pity and tears. Meanwhile, also, we beg to call attention to the *pax Romana* which the Russians have made in the Caucasus. The Romans of old made their solitude and called it peace. The modern Russians, wiser than the men of yore have made their solitude, but call it the regeneration, the civilization, or the Christianization of Asia.

THE USES OF FOOLS.

(From the Saturday Review.)

IF, in accordance with [illegible] philosophers would admit that the views of some phi[illegible] would [illegible] to admit that [illegible] of carrying in this [illegible] has its uses, we must of course admit that some great purpose is subserved by the much-abused race of fools. It is indeed difficult to discover the final cause of many phenomena—such as rattlesnakes, mosquitoes, and trichinæ. And, at first sight, the existence of so many fools is rather hard to reconcile with our conceptions of providential superintendence. We are apt rashly to imagine that, if we had been consulted at the making of the world, we should have suggested a comparatively sparing use of this ingredient. Such indeed seems to be the opinion of the advanced advocates of competitive examination. According to them their is no office, however mechanical, for which a fool is fit. They are unable to eliminate the genus from the world entirely; but they would leave him no employment, or at least admit him only to those professions to which their penuces is manifestly inapplicable. They must still allow him, for example, to be a private soldier, a clergyman, or a member of Parliament. Some callings are evidently too much in want of recruits to be scrupulous; or the proposed exclusion, if possible, would require too abrupt and revolutionary a change. Having regard, however, to the fact that so large a proportion of mankind may, without unkindness, be described as fools, it seems doubtful whether any calling whatever can be in a really healthy condition without its due share of the class. It is extremely unlikely that we shall ever be able to judge by actual experiment as to the possibility of working with such expurgated materials, though, we may be pretty sure that folly, considered as a widely-distributed social element, like some of the established forms of religion, has [illegible] some useful purpose to serve. [illegible] practical, it is well that [illegible] to write [illegible] to be [illegible] equal to the demand.

THE FINANCIAL CONDITION OF TURKEY.

(From the Daily News.)

THE ability of the Turkish Government to make head against the foreign and domestic forces which threaten its existence depends so much on the pecuniary resources at its disposal, and so large a proportion of the foreign debt of Turkey is due to British creditors, that recent and trustworthy information concerning the financial position of the Empire is just now peculiarly welcome. One of the earliest acts of Lord Stanley, on his accession to the Foreign Office, was to instruct Mr. Barron, the Secretary of Embassy at Constantinople, to draw up a statement on this subject, and three months of assiduous investigation [illegible] in a Report bearing that gentleman's signature, and dated Feb. 11, 1867. Mr. Barron prefaces his Report with a reference to the difficulty of obtaining complete and accurate knowledge from official documents, or full information in any shape from persons officially conversant with the subject. Supported by the influence of Lord Lyons, he applied to the Grand Visier and the Minister of Finance, and received unlimited assurances of aid from those great functionaries, but was at last compelled to write his report without having received any replies whatever to his questions. This is a familiar complaint, having been made by her Majesty's Commissioners who were sent to Turkey for a similar purpose in 1861. In spite of all difficulties Mr. Barron has, however, contrived to accumulate a large body of information, which he presents in a conspicuous form.

The national debt of Turkey is often stated at [illegible] but this is [illegible] [illegible] [illegible]

to only one class of goods, or there will be constant importunity to purchase the excluded articles, and no shopkeeper pardoned when a short-weight occurred. With these rules the senate Civil servant who has managed to apply his arithmetic to such practical ends will have made a real reform in tradesmen's bills, and if he will only extend his scheme to butchers' meat will have half London for customers. There is the point to catch the wives. They will put up with the grocer's prices, but the butcher is a foe. The co-operative system applied to his business by an Association which can guarantee sufficient custom and cash downs, would at this moment reduce the price of meat threepence per pound.

ADMIRAL PERSANO'S TRIAL.

(From the Daily News.)

THE sentence pronounced by the High Court of Justice at Florence on the late Commander-in-Chief of the Italian fleet will surprise no one who has studied with dispassionate attention the circumstances which occasioned the trial and terminated the professional career of that unfortunate officer. Compared with the severities which, in our own naval annals, have often visited the compassionately venial shortcomings of officers of subordinate rank and responsibility (without recalling the infamous sacrifice of the brave Admiral Byng to a ministerial intrigue), this sentence of the Italian Court marks the lenient and indulgent spirit of the age in which we live, if, indeed, it may not be in some degree attributed to the very natural reluctance of the Senate to ratify a charge, of which the disgrace must have fallen not upon the accused only, but in some degree on the whole service and the whole nation. Admiral Persano has been found guilty of disobedience, incapacity, and negligence, and dismissed from the service, degraded from the rank of Admiral, and condemned to pay the costs of the trial. The charge of cowardice was not sustained.

Since the examination began last December, it has often been suggested that, for the credit of Italy, it would be better to "let the matter drop," and to say nothing more about it, and allow Admiral Persano to retire into a decent obscurity. We have never been able to take this view of the honour of a country. The disaster of Lissa could not be hushed up; the disgrace of it struck to the hearts of a sensitive and passionate people; it left a rankling wound of shame, all the deeper and more bitter that it was an immense disappointment and surprise. It was especially due to the Italian Navy not to suffer such a stain to be left on the precedents and traditions which are the soul of a service. Public writers, no doubt, and above all foreign writers in such a case, cannot be too lenient and cautious in dealing with the acts and reputation of an officer who rises from some cause or other has failed in action. But we could not be surprised at the best and bravest officers in the Italian Navy declining to answer for the *morale* and discipline of the seamen under their command, and even to hold their own commissions, if the man whose incapacity and negligence in a post where the highest qualities of valour, skill, coolness, presence of mind, self-possession, *coup d'œil*, inspiring vigour and enthusiasm, were required, had inflicted on them all an incurable and indelible disgrace were left unpunished. The verdict of a naval court-martial upon Admiral Persano would, we fear, have been considerably more severe than that of the Senate, if the court martial had been composed of the divisional rear-admirals and the captains who served under him at Lissa. When critics who sit at home at ease presume to sit in judgment upon naval or military commanders who have failed in action, it is common enough to hear it said: "Ah, how simple it is to fight battles "in easy chairs!" But one answer to this objection is, that the men who pretend to fight battles should be able to fight them, since they have all the honour and glory of fighting them, while civilians who sit at home have none. In the case of Admiral Persano, however, we believe that, with the exception of a few personal friends, there was scarcely a difference of opinion throughout Italy, and certainly but one opinion throughout the Italian naval service, of his conduct from the day when, at the express instance of the King, he hoisted his flag on the Re d'Italia, at Taranto, to the night when, with a squadron still superior in ships and guns to the victorious enemy, he bore off from the scene of action, leaving Admiral Tegethof in undisputed possession of the waters of Lissa, and under cover of the darkness made the best of his way back to Ancona. Possibly, if admiral Persano's guest, poor Deputy Boggio, had not gone down in the Re d'Italia, he might have justified his unconquerable belief in the undaunted valour of his friend. But the pages of his glowing diary, picked up on the Austrian coast after the battle, and containing his "impressions" of Persano under fire, add a point of melancholy irony to the sequel of that useless and ineffectual attack upon the Lissa fortifications which poor Signor Boggio, a harmless eye-witness, related with a fire and spirit which, it is to be regretted, he could not communicate to the Admiral. Excepting this brave and unfortunate civilian, Admiral Persano had really not a single independent witness in his favour. It was said, indeed, that Admiral Tegethof, with the proverbial generosity of his profession, was willing to bear witness to the courage of his enemy. Of course this admirable seaman could not have borne witness to the skill or the capacity of his enemy without doing most undeserved injustice to his own. But the defence of Persano was left to himself and his advisers. It was industriously whispered at Florence that the Admiral might exculpate himself by betraying State secrets, but that he chivalrously preferred to suffer alone. At all events, nothing of a nature to suggest that he had been the victim and scapegoat of policy appeared on his trial; and Persano's defence has taken the shape of an elaborate and exhaustive tabular demonstration, by charts of the Lissa waters and plans of the successive positions of the hostile fleets, and by a list of all his signals which should have been obeyed, but were not; of the manner in which he intended to use Lissa and defeat the Austrian squadron or, rather, of the manner in which [illegible] July, 1866, Admiral Persano [illegible] ever again to his own satisfaction [illegible] that the defence should [illegible] fact it was when Admiral Persano [illegible] and of the fleet he found it [illegible] all the requirements, [illegible] this was the fleet [illegible] treasury twelve millions [illegible] ladds built in the best [illegible] and, and the United States, [illegible] heaviest guns of the latest [illegible] sano found them for all fighting [illegible] better than stage-ships. One ship had not got all her guns; another was waiting for fuses; but what was worse than all material deficiencies was the inexperience and incapacity of the officers and the crews; no gunnery, no seamanship, no drill, no discipline, no unity of spirit and direction. It was in this condition that Admiral Persano found the fleet, when he hoisted his flag in the Bay of Tarento; in this condition as he lay at Ancona, when an Austrian squadron appeared in the offing and challenged him to come out by an exchange of a few flying shots with a gunboat; in this condition, when at the urgent and desperate injunction of the Minister of Marine, he steamed away for the waters of Lissa uncertain to the last whether to attack the island, and attempt to take it as a *point d'appui*, or only to make a feint attack for the sake of bringing the Austrian fleet out of Pola. After scant preparation, with an absurdly inferior squadron of old wooden ships hastily repaired and armed, and crews of Dalmatian and Venetian sailors of doubtful loyalty to the flag. Admiral Tegethof, by incessant labour and perseverance night and day, and a zealous ardour strung to heroism by the desperate chances of the coming encounter, and the known disparity of the combatants, was able to signal to the forts at Lissa to hold fast till he arrived, and, on that memorable morning, when through the parting rift of a north-west gale, the smoke of the Italian ironclads streamed like banners, to signal to his captains, "Dash at them, close with them, and sink them." At that moment Admiral Persano was shifting his flag from the deck of the Re d'Italia, which was to be the object of the fiercest Austrian attack, to the hold of the Affondatore, from which he not only could not by any possibility see the enemy's fleet, or his own, but could not even see the length of the Affondatore herself. And he declares that he went on board this slow unwieldy and untried steam-ram, in order to get into the hottest of the fight, and to command the evolutions of his squadron by steaming with the utmost celerity from one part of the action to another. How much or how little blame of the disaster should fall upon the divisional commanders, who, more particularly, according to Admiral Persano, failed to obey his signals; upon the Admiral in command of the wooden squadron, who remained a quiet and remote spectator of the action, and never moved to the support of the Chief, remains undecided by the result of the trial. But no amount of negligence, incompetence, or disobedience on the part of his subordinates can atone for the same grievous faults and errors in the man entrusted with the highest responsibility and to whom a victory would have given the highest glory. Admiral Persano himself is convicted of "disobedience"; this part of the sentence is not sufficiently explained by any facts within our knowledge. Was he ordered to reduce the forts of Lissa, and to occupy that island, or simply to [illegible] the Austrian fleet from Pola? It was und[illegible] been positively

loss of ships. In getting underweigh from Ancona he certainly did not disobey the orders of his Government; it was at the most pressing instance of the Minister of Marine in person that he broke ground against his own convictions, and steamed away in sheer desperation to do something or other to satisfy the clamours of an ignorant and impatient public. However this may be (and there are many other unexplained points in the case deeply interesting to the naval profession) one moral of this sad affair is clear enough to the most uninstructed civilian mind, and that is the utter waste of the most costly material, if the *morale*, the spirit, the discipline of officers, and ships' companies, and the *coup-d'œil* of the Commander-in-Chief are found wanting when the hour of trial has struck.

THE NEW ITALIAN MINISTRY.

(From the Correspondent of the Daily News.)

FLORENCE, APRIL 12.

We have a ministry at last; not a complete one even yet, for the portfolio of Foreign Affairs is still undisposed of. We have, however, a ministry which has "kissed hands" and taken the oaths. But the impression produced on the country—on all parties in the country, I think I may say—is perfectly in conformity with the opinion I expressed in your columns some weeks ago, when there was a question of strengthening the late cabinet by the addition to its forces of Signor Ratazzi. Unless it may be within the circumference of a very small court circle, Signor Ratazzi inspires no confidence in anybody. It is if not very easy, at all events very possible, for any man to "form a ministry," that is, to find men of some sort who may be willing to assume the office, emolument, and dignity of ministers of state, if he is not over particular where he looks for them. I do not intend anything disrespectful to the sundry gentlemen whom Signor Ratazzi has induced to share his venture. They are, I am told, all of them very worthy men in their way, and in their usual spheres. Signor Ferrara, the Finance Minister, enjoys, indeed, the reputation of a man of extensive knowledge and ability in matters of social and administrative economy. That is not altogether the same thing as the ability and knowledge which are required to make a Finance Minister in very difficult times. But if we cannot have a man who understands German, we must be content with one who understands the German flute. But the mischief is that no one of these improvised ministers brings any weight or authority with him. There is no one of them who has any influence with the Chamber. Their patriotism, indeed, in having accepted the position proposed to them by Signor Ratazzi in his despairing perplexity cannot be doubted. For it must be owned that there can be but little calculated to flatter the self-love of any man in being called upon to become such a very, very *pis aller* as has been the case with the members of the present ministry. It was only after having received reiterated refusals from every man whom anybody could think of as a possible minister, that Signor Ratazzi obtained the adherence of the hitherto unknown members of his present company.

The universal cry is that such a ministry cannot live a month; that it will be wholly unable to carry through the house any legislation on the most important and urgent questions which are waiting for settlement. Signor Ratazzi on announcing the composition of his ministry to the Chamber made a speech, of course. What he said amounted to little more than a declaration that he would do everything that he ought to do, and everything that Italy is so anxious to see accomplished. He will settle the finances on a satisfactory basis; he will arrange the liquidation of the ecclesiastical property in such manner as to make everything pleasant to everybody; he will put the army on a proper peace footing; he will reorganise all the civil and financial administration of the country in such a way as to secure the reduction in expenditure so necessary for the due equilibrium of the budget, without in any way impairing the—&c., &c. We all know the stock phrases.

Does Signor Rattazi think that he can accomplish all this in parliamentary fashion by the aid of the ministers whom he has at last succeeded in enlisting? Has he been forced where he is with orders to call together a cabinet at all hazards, for the purpose, and in the hope, that he may carry through these measures in parliamentary fashion? Or has he been placed there in the stead of the stiffly uncompromising Baron Ricasoli, because he is the man who may be depended upon at need to carry on the government in unparliamentary fashion, if it should turn out to be impracticable to carry it on in accordance with what is desired by regal and imperial personages in parliamentary fashion? If it is contemplated to hazard a *colpo di stato*, is not the present minister just the man who would be pitched on for the work?

MISCELLANEOUS.

AFTER an elaborate examination of the merits of different rifles, a special on the committee has selected the Remington breech-loader for use by the Swedish army. At present the two Chambers of the Legislature disagreed as to the amount to be voted for the armament. The Upper Chamber has voted about £115,000, and the Lower Chamber had that sum. This difficulty is got over by an ingenious device of the new Constitution. The votes of the two Chambers being taken separately, the pros of both Chambers are balanced against the cons, and the measure is thus lost or carried. This arrangement does not obtain with regard to any measures except financial.—*Pall Mall Gazette.*

A SIGNIFICANT step has been adopted in the French army, on the recommendation of Marshal Niel. The bands of the cavalry and artillery have been abolished, only sufficient trumpets being retained in each corps to give the necessary calls and signals. The reasons assigned for this measure are three:—"1. That in the corps to which the Budget grants only a limited number of horses, the bands absorb men who perform neither garrison duty in time of peace nor active service in time of war, and who use horses which might be employed in mounting combatants. 2. That the cavalry soldiers, who have quite enough work of their own to attend to, are often obliged to clean and tend the horses of the bandsmen, and sometimes those of the pupils, who are dispensed from stable duties that they may attend instruction and rehearsals. 3. That the dimensions and weight of the instruments now used trouble prejudicial to the active movements of mounted troops." These reasons seem cogent enough, and we wonder whether our Horse Guards will condescend to notice Englishman can under all circumstances and at all times [illegible]es thrash three Frenchmen will continue to blind the perceptions of our military authorities to all reason [illegible] all experience.—*Id.*

EVERY one who knows anything of sailors and seaport [illegible] the statements and urge the conclusions of a writer in the "Times," who reminds us that the orphan daughters of seamen and marines are all but utterly neglected under our step-paternal government system. We have two asylums for the Portsmouth and Devonport, supported by voluntary contributions, but they are totally inadequate to take in the crowds of poor girls thrown helpless on the world at a perilous time of life and in most perilous circumstances. The salaries which provide that the State shall take care of the orphans of sailors and marines who are killed, drowned, or disabled in the public service are practically a dead letter; and the consequences are what they are stated by the Commissioners for inquiring into the state of Greenwich Hospital. If anybody, however, wishes to see with his own eyes a little of the real facts of the case, he has only to walk in the cayime through some of the most open of the streets in the lower parts of Portsmouth, Plymouth, or any other similar seaport town, and notice what the women and children look like in the broad daylight. Into the less open parts the decently dressed civilian would hardly venture, and still less so when the evening has fairly set in. And yet those poor women and girls can hardly be set down as belonging to what we now call the criminal classes. They are the born outcasts of a state of society which holds midnight meetings in Regent-street, refuses to find innocent amusements for the people on Sundays, enlists men in hundreds of thousands as unmarried soldiers and sailors, and at the same time casts out those hundreds of orphan girls upon the streets. And all the while, as the writer in question reminds us, nobody can tell what Greenwich Hospital shall be turned to any use for the sick sailors of the country or for their orphans.—*Id.*

WHEN the telegram made its appearance at the beginning last March, which announced that a "sanguinary action" had been fought between three thousand Turks and a small body of Greeks in the plain of Orta, in Thessaly, ending in the defeat of the former with a loss of three hundred men, we at once took upon ourselves the responsibility of denouncing the whole story as an utter fiction; giving at the same time definite reasons for such denunciation, under the impression that such a course would be of public utility in the certain event of similar telegrams recurring at no long intervals. We said, firstly, that there was no such place as the plain of Orta; secondly, that if that word were miswritten for the plain of Arta it was no more in Thessaly than in Somersetshire; and finally that, assuming it to be meant for Arta, no such action could possibly have been fought in an open plain under the walls of a large garrison town. These things occasionally have some germ of truth within the encompassing mass of fiction, but we saw enough reason to run the risk of affirming the Orta tale to be a plain and unredeemed falsehood altogether. The story, as Mr. Finlay rightly says, went the round of all the papers, to which no objection need be taken; but it also formed the subject of brief comment, and the basis of conclusion in quarters which might have been expected to let it alone, if not on the strength of our warning, at least by reason of the patent and glaring fact that no telegraphic news has ever yet been despatched from anywhere about Thessaly which has failed either to falsify itself by its surface blundering, or to be declared false by time. It is therefore with no small satisfaction that we observe Mr. Finlay in his last letter from Athens, adducing this particular case as a typical specimen of a hundred similar tales which appear every day in the Athenian newspapers, because the Athenian reading public wants to be told of Thessalian insurgents and their victories. Mr. Finlay says the whole affair was a fabrication, and that there was no such engagement. If we might venture to differ from so great an authority, we should say in the absence of special knowledge to the contrary, that wholly false as it is in its present form, it began as a myth rather than as an actual fabrication or downright and deliberate falsehood; and if we could but trace the way by which it travelled from the honestly barbarous Klepht on the frontier to the hot-headed journalist in his office, we should have an excellent illustration of the processes of mythology and of history-making during the stone, bronze, and early iron periods of mankind. The Orta story, we should add, is among the earliest of those which cause us to be grateful for the way of a written letter from Constantinople or Athens, and thence only by telegraph. The leading moral of the present case is the incompetence and [illegible] of the telegraphic purveyor of [illegible] himself to be [illegible] with a tale about a great battle which never was fought, in a place where [illegible] so notorious—

NOTICES.

COMPTOIR D'ESCOMPTE DE PARIS,—Incorporated by Imperial Decree of the 30th March 1854and by Imperial Decree of the 24th March 1864and by Imperial Decree of the 24th March 1864and by Imperial Decree of the 24th March 1864